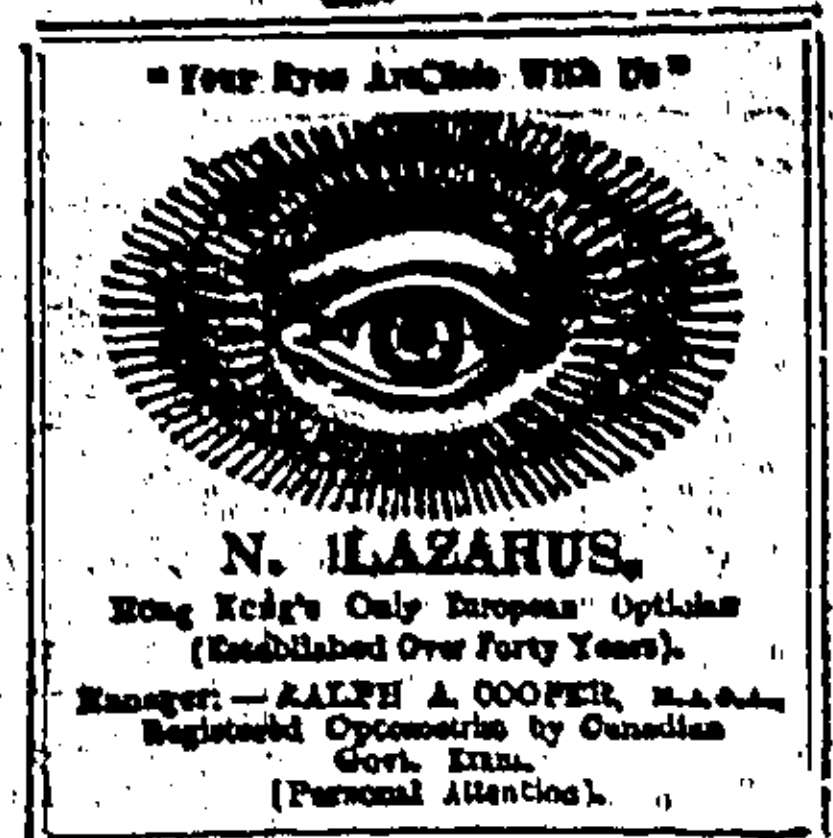


MASON'S  
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# Hongkong Daily Press

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## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

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## Money and Markets

### WHEAT, COTTON, AND RICE QUOTATIONS.

Telegraphic advices received in Hong Kong yesterday quote American Wheat at \$1.17 gold per bushel for spot, \$1.16 for December, and \$1.23 for May.

Liverpool quotations were 9s. per 100 lbs. for spot, 9s.47s for March and 9s.52s for May.

Canadian prices quoted from Winnipeg are \$1.19 per bushel for November, \$1.17 for December and \$1.23 for May. Australian wheat is quoted at 5s. 1d. November.

American cotton was quoted at 15.00c. for December, 15.85c. January, 18.75c. March, 18.85c. May, 15.50c. July.

The Alexandria quotation is 33.50c. Liverpool figures are 9.78d. January, 9.78d. March, Bombay, Fully Good Bengal 27s. December-January, Fine Oomra, 31s. December-January and Fully Good Brouch, 34s. April-May.

Rangoon-rice is quoted at 9s.10 nominal.

### TOYS FOR SOUTH AFRICAN MARKET.

From the manifests on board Japanese steamers passing through Hong Kong on their way to South Africa it may be seen that toys form a regular feature of the cargo carried. According to statements made by officers of an N.Y.K. vessel that passed through this port the other day on its way to Durban, there is always a demand for toys in South Africa. At present British and German toys are dominating the market, each supplying about 40 per cent. of the total importation. Of the balance, Japanese toys outrank those supplied by the United States to this market.

The toys mostly in demand consist of automobiles, airplanes, wagons, fire-engines, locomotives, and dolls. In regard to the latter, Japanese dolls are said to be very popular with girls in South Africa. The South African toy market is limited practically to the white population, there being some 400,000 white children in the Union. Distribution costs are very high, hence the price of a toy in South Africa is usually twice, and very often three times, the price paid in the original market. There should be an opening in South Africa for Chinese toys and cheap novelties such as appeal to children.

### NEW CHINESE AVIATION COMPANY.

According to the *Eastern Times*, the Wuhu Civil Aviation Company has been formed with a capital of \$500,000, of which Marshal Li Chung Jen has subscribed \$50,000. An aerial college is to be formed immediately and, as soon as sufficient aviators are trained, aeroplanes will be purchased and the services will begin.

### RICE AND COAL SHORTAGE.

Owing to a threatened shortage of rice and coal, the Peking Chamber of Commerce has issued an appeal throughout the country for succour, and has asked the authorities for permission to transport such articles over the railways free of charge for the time being.

### FINANCIAL DIFFICULTIES IN TIENSIN.

The *Eastern Times* reports that a telegram has been received locally from the Tientsin Bankers Association to the effect that the money market there is at present very uncertain. Aid is asked for from the Shanghai bankers.

### STATE BANKING.

#### SIR ROBERT HORNE ON THE WAY TO DISASTER.

Sir Robert Horne, M.P., a former Chancellor of the Exchequer, addressing the Economic League in Manchester recently, denounced any attempt to place the Bank of England under purely Government control.

You have seen issued the other day, he proceeded (referring to the Labour Party's manifesto), "a document in which it is urged that the Bank of England should be under the control of a committee of the Government and a number of other people, chiefly selected on the basis that they knew nothing at all about banking. Once you put the credit of this country in the hands of any Government of any time, you are going right in the way of disaster from which this country will never recover."

### BRITISH STEEL EXPORT SCHEME.

#### CO-OPERATIVE GUARANTEES CREDIT.

SHEFFIELD, October 2nd.

The export scheme for steel manufactures announced in the *Journal* of the Sheffield Chamber of Commerce is apparently a national move fostered by the Iron and Steel Federation of London.

The greatest reticence concerning it is being observed by Sheffield steelmakers, but the object, it was explained yesterday, is to put participating firms in a position to accept big foreign contracts and to grant the credit foreign Governments frequently ask when placing such orders. Recently a Sheffield firm was unable to accept a large contract because it could not afford the credit that was asked for, and the promoters of the scheme hope to overcome such difficulties when they arise again, by operation.

### RUBBER PRODUCTION.

#### ANGLO-DUTCH PLANTERS FAIL TO AGREE.

WASHINGTON, Oct. 24th.

Through authoritative sources the United Press to-day learned that British negotiations, designed to provide for rubber production restriction which would dictate world prices, have collapsed after a series of meetings in London and Amsterdam.

The collapse was due to inability to apportion the restriction between British and Dutch rubber producers.

Because of this collapse, United States rubber interests and motorists will save millions of dollars which would otherwise have been charged against them on a basis of "take it or leave it."

The proposed combine would have meant the fixing of rates for at least two years, until the Ford project in Brazil and Firestone interests in Liberia could have started production.

Collapsing of the combine recalled the failure of Great Britain's famous "Stephenson scheme" for rubber production in the East Indies. This restriction plan failed, like the present attempted scheme, because of unwillingness of the Dutch to co-operate.

### THE TAXABLE VALUE OF NEW YORK.

New York, October 1st.

It was announced to-day by the Department of Taxes that taxable real estate in New York City had been given tentatively an assessed valuation of \$16,788,821,645 (\$3,461,612,710), or \$1,443,835,080 more than a year ago. In addition to taxable real estate, there is other real estate permanently or temporarily exempt from taxes, which is valued at \$4,532,644,600, and there are taxable special franchises valued at \$305,000,000, and personal property assessments amounting to \$1,154,873,450. Thus the total property assessment is close to \$23,000,000,000.

Among the buildings assessed at \$10,000,000 each or more were four department stores, eight hotels, and 19 office buildings, including the Equitable Building, which is valued at \$31,000,000. The number of new buildings erected during the year was 31,218.

### EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

| Rugby, Oct. 29th. |            |
|-------------------|------------|
| Paris             | 124.15     |
| New York          | 4.64.15/16 |
| Brussels          | 34.80      |
| Geneva            | 25.20      |
| Amsterdam         | 12.00 1/2  |
| Milan             | 92.00      |
| Berlin            | 20.55      |
| Stockholm         | 18.14      |
| Copenhagen        | 18.18      |
| Oslo              | 18.19      |
| Vienna            | 34.47 1/2  |
| Prague            | 163 1/2    |
| Helsinki          | 192 1/2    |
| Madrid            | 30.105     |
| Lisbon            | 107 1/2    |
| Athens            | 378        |
| Bucharest         | 802 1/2    |
| Rio               | 5.20/32    |
| Buenos Aires      | 47.13/32   |
| Bombay            | 1/11.7/16  |
| Yokohama          | 1/11.7/16  |
| Shanghai          | 2/7 1/2    |
| Hong Kong         | 2/4        |
| Silver (spot)     | 26.11/16   |
| Silver (forward)  | 20 1/2     |

## FINDLATER'S 'DRY CLUB' SHERRY

A LIGHT MEDIUM WINE, WHICH HAS ESTABLISHED ITSELF AS FIRM FAVOURITE IN MANY LEADING CLUBS OF THE WORLD.



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### SUGGESTION:—

LADIES APPRECIATE THEIR DINNER BETTER AFTER A GLASS OF FINDLATER'S "DRY CLUB" SHERRY, THAN AFTER A COCKTAIL.

Distributors—GILMAN & Co., Ltd.

### HONG KONG STOCK EXCHANGE.

#### CLOSING QUOTATIONS.

| October 30th, 1928.    |                               |
|------------------------|-------------------------------|
| H.K. Banks             | 100/110                       |
| Do, London             | 214 1/4 nom.                  |
| Chartered Bank         | 222 1/2 buy                   |
| Mercantile Bank, L.    | 23 1/2 nom.                   |
| Do, Calcutta           | 214 1/4 nom.                  |
| P. & O. Bank           | 222 1/2 nom.                  |
| East Asia Bank         | 27 1/2 buy                    |
| Canton Insurance       | 16 1/2 sel.                   |
| Union Insurance        | 136 1/2 buy, 385 sel.         |
| North China Ins.       | 116 1/2 buy                   |
| Yangtze Insurance      | 31 1/2 nom.                   |
| China Underwriters     | 32 1/2 sel.                   |
| China Fire Insurance   | 32 1/2 buy                    |
| Hong Kong Fire Ins.    | 38 1/2 sel.                   |
| Do, (new)              | 38 1/2 nom.                   |
| H.K. Steamships        | 25 1/2 sel.                   |
| H.K. Tugs              | 11 1/2 nom.                   |
| Indo-China (Prof.)     | 44 1/2 buy, 42 sel.           |
| Do, (Div.)             | 72 1/2 buy                    |
| Shell Transport        | 118 1/2 nom.                  |
| Waterboats             | 24 1/2 buy                    |
| Beniguet               | 24 1/2 buy                    |
| Kailan Mining Admin.   | 71 1/2 buy                    |
| Langkate (combined)    | 11 1/2 nom.                   |
| Do, (single)           | 11 1/2 nom.                   |
| S'hai Explorations     | 2 1/2 buy                     |
| Shanghai Loans         | 3 1/2 buy                     |
| Ranb                   | 34 1/2 nom.                   |
| Tronoh Mines           | 17 1/2 nom.                   |
| H.K. & K. Wharfs       | 113 1/2 sel.                  |
| H.K. & W. Docks        | 237 nom.                      |
| China Promonts         | 45 1/2 buy, 540/16 sel.       |
| Hongkong               | 115 1/2 nom.                  |
| New Engineering        | 115 1/2 buy                   |
| Shanghai Docks         | 11 1/2 buy                    |
| Two Cottons            | 11 1/2 ra.                    |
| Oriental Cottons       | 11 1/2 sel.                   |
| S'hai Cottons (old)    | 11 1/2 buy                    |
| Do, (new)              | 11 1/2 buy                    |
| H.K. & S. Hotels       | 38 1/2 buy                    |
| H.K. Lands             | 287 nom.                      |
| Shanghai Lands         | 118 1/2 buy                   |
| Humphreys Estate       | 115 1/2 nom.                  |
| H.K. Realities         | 48 1/2 nom. x div.            |
| H.K. Tramways          | 32 1/2 buy                    |
| Peak Tram (old)        | 41 1/2 buy                    |
| Do, (new)              | 46 1/2 nom.                   |
| Star Ferries           | 48 1/2 buy                    |
| China Lights (old)     | 113 1/2 buy, 14 1/2 sel.      |
| Do, (new)              | 113 1/2 nom.                  |
| Do, (1928 issue)       | 113 1/2 buy                   |
| H.K. Electricity (old) | 41 1/2 buy                    |
| Do, (new)              | 51 nom.                       |
| Maxco Electricity      | 47 1/2 buy                    |
| Telephones             | 37 1/2 buy                    |
| Do                     | 45 1/2 buy, x rights          |
| Do, rights             | 33 1/2 nom.                   |
| China Buses            | 11 1/2 buy                    |
| Singapore Tractors     | 12 1/2 nom.                   |
| Do, (Pref.)            | 18 1/2 buy                    |
| China Sugars           | 41 nom.                       |
| Malayan Sugars         | 22 1/2 buy                    |
| Oatons Loco            | 48 1/2 nom.                   |
| Cement (combined)      | 48 1/2 nom.                   |
| Do, (old)              | 48 1/2 nom.                   |
| Do, (new)              | 41 1/2 buy                    |
| H.K. Ropes (old)       | 47 1/2 nom.                   |
| Do, (new)              | 47 1/2 nom.                   |
| United Asbestos        | 45 nom.                       |
| Dairy Farms            | 42 1/2 buy, 23 1/2 30/35 sel. |

(Continued at foot of next column.)

## Parfumerie Rigaud

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### "UN AIR EMBAUME"

Flacon de Luxe Grand Modele.  
A Hygienic and Refreshing Perfume in great favour on all Overseas Markets.

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All Classes of  
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All Markets of  
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**Coates'**  
ORIGINAL

## PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

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WITH INDEX, PRICE—\$7.50.

On Sale at the HONG KONG DAILY PRESS OFFICE.

|                        |               |
|------------------------|---------------|
| Watsons                | 144 buy.      |
| Der & Winge            | 30.50 som.    |
| Leas Crawford          | 33.05 buy.    |
| Mackintosh             | 32.00 nom.    |
| Sincere                | 194 buy.      |
| Wm. Powell             | 43.65 buy.    |
| H.K. Amusements        | 128 sel.      |
| H.K. Constructions     | 11 1/2 buy.   |
| H.K. Indus. G.S. Bonds | 85 1/2 buy.   |
| H.K. Govt. Loans       | 42 prem. buy. |
| Do, (new)              | 15 1/2 % sel. |

buy—buyers; sel—sellers; som—sales; nom—nominal.

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## TWICE SAVED FROM BEING AN INVALID FOR LIFE AFTER THE DOCTORS HAD FAILED BOTH TIMES.

### POO ON CHINESE HERBS CURED HIM PERMANENTLY.

DOCTORS ADVISED AMPUTATION OF ARMS IN 1917 TO PREVENT DEATH FROM BLOOD POISONING AND THE SECOND TIME CUT OUT TONSILLS AND EXTRACTED ALL TEETH TO CURE RHEUMATISM BUT AS THEY THOUGHT TO INJURE HIM THEY ONLY MEANS OF SAVING HIM FROM BEING AN INVALID FOR LIFE, RELIEVING HIM OF TERRIBLE PAIN.

C. W. Owens, who now lives at 230, Leonard-street, Modesto, California, U.S.A., and who formerly lived at 331, Wolfe-avenue, Turlock, California, said recently, "On March 20th, 1917, I left Modesto for Tacoma, Washington, where I was engaged in a logging camp as head loader. I worked at this trade up to this year. It was on January 1st, 1923, while working on a wharf, that a truck backed up and struck me. I fell and landed on my right shoulder and leg. My right side was badly injured and later on the company's doctor examined me and ordered me to go to a hospital. I was in the hospital three months and during this time eight physicians examined and treated me. Each had a different opinion, but the majority thought I was suffering from rheumatism, due to my injury. Then they decided I might get help from drugless treatments, but after taking them for a while my condition was even worse instead of better. The physicians then thought that I had pyorrhea, and catarrhal troubles and advised that my tonsils and teeth be all taken out, and this was done according to their advice. Then my hands and joints all over my body began to swell and I got worse and worse. My wrists got as stiff as boards. My head ached and I had pains all the time all over my body. My pains were so bad that I could not sleep at night. My appetite was absolutely no good and I could only drink a little milk or take a little light food. I could not lie on my back or on my side. If I did my breath would be short. At times I could only lie on my left side for 10 or 15 minutes but as this was the longest as my pain aroused me. The physicians at the hospital tried all they could to give me relief and to cure me, but they said they had done all they could, and that I could only let nature have its own course, as mine was an impossible case. It was something unusual to them and they exhausted their ability to bring me satisfactory results. They said that nature will take her course and the trouble will wear itself out. Then I began to think how badly I was when in Modesto, in 1918, I was hurt and crippled up nearly as bad as I am now. At this time I was examined by six physicians. They all told me that my arms must be amputated or I would die of blood poisoning. After relatives and friends recommended me to take the Poo On Chinese Herbs I decided to try them. I was then a complete nervous wreck and a cripple and had painful sufferings. After taking the herbs for three weeks I was able to work on my uncle's ranch and could plough two acres of land a day and chop wood. I have been a well man and enjoyed the best of health until this last accident happened to me. On January 1st, 1923, I weighed 186 pounds and when I left Tacoma I weighed only 127 pounds. When I arrived in Modesto I was on two crutches. I was unable to get into the house of the Poo On Chinese Herbs Company, without help. After taking the herbs in the neighbourhood of two weeks, I threw away my crutches and now I am able to walk naturally. My wrists are free from all swelling and stiffness and all pain has left me. I sleep well every night and eat everything I want. I go anywhere and can walk one or two miles a day without distress or difficulty. My only complaint is that I cannot chew because my teeth are all gone. I eat things I am able to without my teeth and everything digests fine. My case seemed so impossible and so many doctors had given me up. I certainly feel that the Poo On Chinese Herbs have done wonders for me. I cannot say enough to praise them.

### THE POO ON CHINESE HERBS CO.

Yee Foo Loo, Chinese Herbalist, Managing Director. Over Twenty-five years practical experience in America curing the sick with Chinese Herbs.

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Sundays, 10 a.m. to 3 p.m.

Telephone: C. 5000.

Evening Hours: 6:30 p.m. to 8 p.m. by appointment only.

European Lady in Attendance.

## HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. R. D. C. WOLFE, C.M.G., CAPTAIN SUPER-INTENDENT OF POLICE.]

### Police Reserve Badge.

The attention of all Police Reservists is drawn to the conditions governing the issue and retention of the official badge of the Hong Kong Police Reserve, which are as follows:

1.—The official badge will be issued only to those Police Reservists who possess the qualifications and have complied with the conditions named hereunder:—

- (a) He shall have served for a period of at least six months in his Company.
- (b) He shall be a trained man, i.e. efficient in Parts 1, 2 and 3 of Training Course.
- (c) He shall have performed during the course of his training a reasonable number of actual Police duties.
- (d) He shall possess a clean record.

2.—Any member who has been issued with the badge may be deprived of same for so long as the Captain Superintendent of Police may decide, should he commit any of the following defaults:—

- (a) Guilty of any serious breach of discipline.
- (b) Failing to attend at least one parade a month for drill or other training.
- (c) Failing to attend at least one inspection parade every two months.
- (d) Failing to pass an examination in knowledge of Police duties and regulations once every twelve months.
- (e) Failing to pass the test in revolver shooting once every six months.

### Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held as usual on Tuesday, October 30th and November 6th, at 6 p.m. sharp.

### Squad Drill.

All recruits of the Chinese and Indian Companies, and of the Flying Squad will parade at Central Police Station on Thursday, November 1st, at 5:30 p.m. sharp for Squad Drill under Sergeant Condon. Dress: Multi.

### Chinese Company.

#### STRENGTH.

Constable R70 Francis M. C. Wong is permitted to resign upon completing one full year's service with effect from October 24th.

#### PARADE.

All advanced men of the Chinese Company will parade at the Central Police Station on Thursday, November 1st, at 5:30 p.m. sharp for Rifle Exercises, Extended Order and Baton Drill under Sergeant R. J. Hunt. Dress: Multi, rifle, belt, side arms, and truncheon to be carried.

#### SIGNALLING SQUAD.

Class for instruction in signalling under R. C. Wilson will be held at the Company's Headquarters on Thursday, November 1st, at 6:45 p.m., and Tuesday, November 6th, at 6 p.m.

#### TRAINING.

The following members have passed their examination in Part II (knowledge of Police duties and regulations):—

Constable R90 Chan Hon Wing—passed with credit.

Constable R37 Wong Chung—passed.

#### Indian Company.

#### PARADE.

All ranks of the Indian Company will parade at Police Headquarters on Tuesday, November 6th, for drill under Sergeant Condon. Fall in at 5:30 p.m. sharp. Dress: White uniform, belt and cap with white cover. No member may be absent from this parade without leave from the Company Commander.

#### Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, October 30th. Fall in at the Tsimstauai Fire Brigade Station at 5:30 p.m. sharp. Dress: Khaki uniform.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, November 1st. Fall in at the Central Police Station at 5:15 p.m. sharp. Dress: Khaki uniform.

#### Sharpshooters' Company.

#### STRENGTH.

Constables R416 E. R. Dixon and R417 W. G. F. Barnes have been taken on the strength of the Sharpshooters' Company as from October 25th.

#### (Sgd.) W. KERR, A.S.P., Adjutant.

Hong Kong, October 30th, 1928.

### THANKSGIVING DAY.

#### PROCLAMATION ISSUED.

WASHINGTON, Oct. 24th. President Coolidge to-day issued his annual Thanksgiving Day proclamation.

Following the customary practice, the President cited blessings for which the people of the United States might this year give thanks. These included peace, freedom from pestilence and disaster, national prosperity, abundant crops, increased commerce, high wages and also spiritual growth.

## THE M.C.L. COMPLEX.

### WHAT DO YOU DREAM ABOUT?

### HOW'S YOUR HIP-POCKET?

[BY ROBT. MACWHIRTER, K.B.C.C.]

As I was saying, the other day, MacPherson, he was kinda grumpy and most awful sweer to be just ordinary civil. Bothered w' pains here and there and terribly lassitudinous, he said.

"Now, look here, Mac," says I, kinda strict-like, "there's no sitting there w' a hanging hip like a motherless foal. Why don't you go and see a doctor?"

"No, he wouldn't bother about a doctor. He knew one o' the chemist lads that would fix him up w' a bottle. Ay, Mac's like that. A bit of a Bolshie and choekful o' Trade Unionism until he's got to put his hand in his pocket. So far as no going to see a doctor's concerned, Mac would make a fine Christian Scientist, provided of course, he could tell the difference between the sects."

"Man," says I, "you've been taking yon bismuth and mixtures for the last twenty years. You've got the wrong end o' the stick altogether. Your trouble's mental. Ye think over much."

Mac, he cocked a bilious eye at me and grunted like a Taipo pig on its way to market.

"A lot you know," says he. "If you only knew what I think some times ye wouldn't be so sure o' yourself. How w' all your talk, you're no' bothered w' wind, beats me."

"Ay, that's Mac all over. I have a lot to stand at times. By and by after he'd got rid o' a wedge o' cold game pie, a couple o' heppings o' loganberry tart w' cream and a lump o' gorgonzola, I asked if he'd ever read Froude or Rivers. No, he left geography and that sort o' thing to young Jess and what was more forbye, he was fed-up doing algebra of a night when he might be resting his feet instead."

"Man, Mac," says I, "I'm sure that's at the bottom o' your trouble. Ye dream over much and suffer from inhibitions."

But he wasna' having anything o' the kind. I ate as much cheese as him, especially at the Club where it could be got for the mere asking.

You see you have to be patient w' Mac. Ay, you've just got to bide your time. He refused to tell me at first but by and by it all came out.

"Ay," says he, "I had a dream this morning just before the boy brought in my tea. I was being chased by a policeman in a kilt and when I looked back it had turned into a Chinese lion but the funny thing was its jaws; they worked sideways, no up and down like a man's."

"Ay, and what happened then?"

"On nothing much. I woke up. Let me see, no, I counted its teeth and funny enough it hadna' an even set. There were just exactly seventeen o' them."

"Ay, that's funny right enough. What happened next? Did it bite ye?"

"Ay," said he, kinda sheepish-like, I thought.

"Where?"

"Right on the hip pocket."

"Where ye keep your money?"

"Ay."

"Ah," says I, "I got at the root o' your trouble now. Man, it's a great pity you've never read Rivers. Mac, it's no' your stomach that's troubling ye. As I said before, it's mental."

"What's worrying you, Mac, is the M.C.L. Fete. Ye even got the date right and when you Chinese lion got at your hip pocket it caused you pain. You see the conscious mind repressed the painful memory but the unconscious retained the impression till it fermented and set up bad dreams. That's psycho-analysis."

"Ah," says he, "it sounds more like bughouse to me."

There you are. You treat a man for nothing and you only get dog's abuse. What's the use of a man having complexes if he doesn't know he's got them?

## CORRESPONDENCE.

### CHINA'S SILK INDUSTRY.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Referring to the article under this heading in your issue of 28th inst., the views of the Hong Kong expert are interesting but he has missed one very important point and reason for the lack of improvement in the quality of Chinese (Canton) raw silk.

When the American Silk Missions came to Canton they blew off enough steam to start a "President" regarding the necessity of improving the quality of Canton Raw & Waste Silk. Now, in order to improve qualities, in most cases, much extra expense is required and when these missions were asked by the Chinese whether they were prepared to pay better prices for improved qualities no encouraging reply was given. However, there was some effort made to improve qualities with devoted success but which cost very considerable sums but when an attempt was made to sell these improved qualities the Chinese drew a blank since the Americans refused to pay any better prices, and in the end the Chinese had to sell these improved qualities at a very heavy sacrifice resulting in losses amounting to many thousands of dollars and which naturally discouraged the Chinese immensely.

The Chinese do not want to see any more of these Missions for they rightly say that they come here and talk a great deal but do not wish to pay—they want everything of the best they can get without paying for it. The Chinese are very ready to do all they can to improve quality for they are anxious to retain and increase their markets, but what can they do when such treatment is meted out to them as instanced above?—Yours truly,

"FAIR PLAY."

Shamoen, October 29th, 1928.

### ST. PETER'S GARDEN FETE.

#### PLENTY OF FUN PROMISED.

It is realized at this time of the year that many appeals are made to the public, and this year is no exception to the general rule. However, the organizers of this Fete confidently look to those who have helped in the past, and those who might have heard of the activities of St. Peter's, for their support of this Fete.

It will be held in the grounds of the Sailor's Home, West Point on Saturday by courtesy of Captain F. Paylis. It will be opened by Mrs. R. H. Kotevall, following a speech of welcome by the Dean. Through the courtesy of Captain A. L. Snagge, R.N., the band of the H.M.S. Cumberland will be in attendance during the afternoon.

Many attractive stalls have been organised including a hand-made goods stall where many linen goods will be on sale; a toy stall where Dean's soft cloth toys can be obtained; a doll's stall where many attractive prizes will be distributed; flower stall, sweet stall, etc.

One of the main attractions will be a grand variety concert organised by Miss V. Capell, which will commence at 6:30 p.m.

Mention might also be made of many side-shows, including such fun-provoking amusements as coconut shy, Aunt Sally, weight guessing, smelling competition, unique fine arts gallery, etc. There will also be a tea dance and dinner dance, which we hope will be attended by many.

The object of this Fete is to raise money for the general funds of the Church which includes a Chaplain's Fund, expenses of the Young Men's Club, in conjunction with which is the 5th troop of the Hong Kong Boy Scouts and the St. Peter's Branch of the Victoria Diocesan Association.

At this Fete a special stall is also provided for the sale of work from the Eyre Refuge.

## WHEN ALL THE WORLD WAS ASLEEP, STRANGE THINGS HAPPENED AT—

# The 13th hour



MIDNIGHT, AND ALL IS WELL—an hour later—a mysterious person in black—a robbery—a woman's scream—a girl's love for a boy, strange and uncanny happenings in this intensely gripping mystery story!

with  
**LIONEL BARRYMORE**  
and  
**JACQUELINE GADSDON**

AT THE **QUEEN'S**

FINAL SHOWINGS TO-DAY  
At 2.30, 5.10, 7.15 & 9.20.

## D. W. GRIFFITH'S MIGHTY PRODUCTION!

# THE FALL OF BABYLON

with  
**CONSTANCE TALMADGE, TULLY MARSHALL**  
A Super-spectacle by the man who produced "The Birth of a Nation."

AT THE **STAR** FINAL SHOWINGS TO-DAY  
Continuous 2.30 to 11.15.

## SPOOKS, SHRIEKS, LAUGHS, CHILLS!

in a splendid screen version of the sensationally popular stage play!

# LAURA LA PLANTE

## IN THE CAT AND THE CANARY

With an all star cast.

AT THE **WORLD** FINAL SHOWINGS TO-DAY  
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

# Lee's Trade and Shopping Guide of Hong Kong

July 1928 to June 1929

## AN ANGLO-CHINESE DIRECTORY

### CONTAINING:

Maps of Hong Kong's Business Section showing Buildings and House Numbers.  
Government Offices and Justices of the Peace.  
Alphabetical list of Firms and names of staff.  
Classified lists of over 150 classes of Business, Trades, Professions, Shops, Associations, etc.  
Practical Information and Abridged Time Tables of Railway, Tramways, Buses, Ferries, etc.

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Hong Kong General Chamber of Commerce.

"Is exceedingly informative, and cannot but be helpful to anyone having occasion to refer to it."  
Chinese Chamber of Commerce, Hong Kong.

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**\$2.75** per pair

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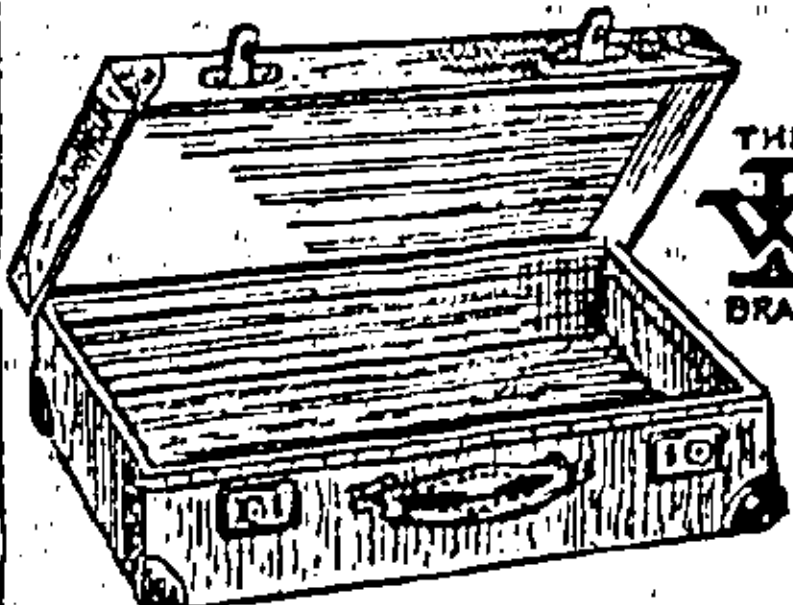


Yes—  
when the fifth is  
"KING GEORGE IV."

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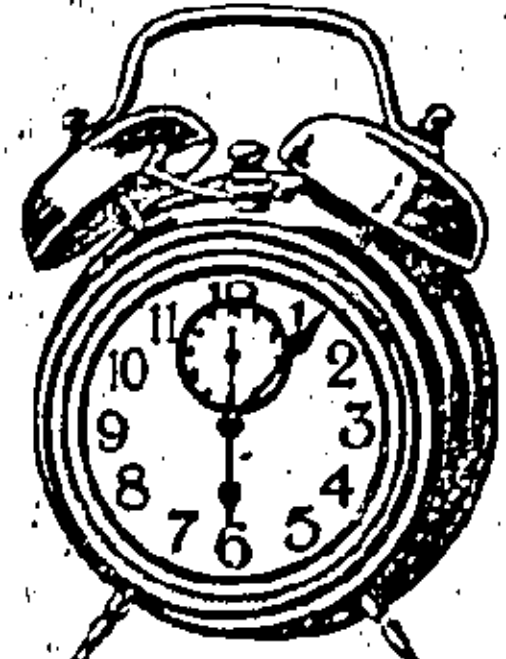
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ONE OF WHITEAWAY'S SUPER VALUES

## S.S. "KOCHOW'S" SALVAGE COST.

SEQUEL HEARD IN SUMMARY COURT.

### DIVERS PAID BETTER THAN LAWYERS?

It will be remembered that the s.s. *Kochow*, a West River boat, was sunk on June 10th, this year, and that she was ultimately salvaged. Nothing was known then, what it cost the owners to have her brought to the surface again, or what risks those engaged on the work encountered. All these facts were brought to light yesterday when the Wo Hing Firm, salvage contractors, sued the Tai Hong Steamship Company, Limited, for the sum of \$956.30, being the balance due for work done and provisions supplied between June 18th and June 30th, in connection with the work.

In the course of the hearing, it was given out that divers in England might make as much as £3,000 to £4,000 a year. In Hong Kong they charge \$50 a day for work in the harbour, and outside of the harbour limits, it was regarded as quite reasonable if they charged double the fee.

These figures were quoted by Captain G. D. Arthur, of Messrs. Carmichael and Clarke, who was called to give expert evidence. Commenting on the remuneration, Mr. Russ said: "I don't know why we aren't all divers, it is better than the law."

In this action Mr. C. A. S. Russ appeared for the defendant firm, and Mr. W. D. Owen was for the plaintiff firm.

In his outline of the case, Mr. Owen said that the plaintiff firm was asked by the defendant to visit the wreck. Plaintiffs were also to make a submerged inspection of the wreck and to take off cargo. After the preliminary work had been done, plaintiffs were to make an estimate for the salvage. Defendants agreed to pay for the preliminary work if the estimate was not accepted.

An estimate was accordingly sent a few days later but was rejected. Defendants had in the meanwhile obtained a cheaper estimate from another firm, and after working for 9 days, plaintiffs were told to cease work. Plaintiffs then sent in their bill for the work done, and added Mr. Owen, the only dispute before the Court was whether the charges made were reasonable or not.

Spoke An Uncouth Tongue.  
Mr. Russ disagreed and told his Lordship that his clients and the plaintiffs had agreed to a specific sum of money to be paid for the preliminary work. Plaintiffs had been paid \$414, which was good pay for what had been done. Defendants gave the contract to another firm because the work done by the plaintiffs was "frightfully" bad. Mr. Russ added: "They employed a lot of coolies who spoke an uncouth tongue, and it was like the Tower of Babel. Everyone was thoroughly muddled, and my clients got someone else. After having been 'sacked,' as was characteristic of human nature, plaintiffs put in an enormous bill though they were only entitled to be paid the agreed amount."

Continuing, Mr. Russ pointed out that pumps for divers cost between \$400 and \$500 to buy, while the plaintiffs charged \$70 a day for their use. That was an enormous profit.

Attacked By Pirates.

Called to give expert evidence, Capt. G. D. Arthur said that he was engaged by the owners of the *Kochow* to make an inspection of the wreck and to give his opinion as to whether the vessel was worth salvaging. He did so and advised the owners to have her brought to the surface.

He met with a nasty experience while returning from the wreck. He was in a launch, and a pirate junk crossed her bows. The robbers opened fire with Winchester rifles, some of the bullets dropping within fifty feet of the launch.

Witness sounded the S.O.S. on the whistle and at once steered the launch to a Customs Station nearby. On arriving at the latter place, witness was transferred to a Customs launch which gave chase to the pirates. Eventually witness was brought back to Hong Kong on the Customs launch.

PORTUGUESE MINISTER AT  
CLUB DE RECREIO.  
INFORMAL TEA PARTY.

Dr. João A. de Bianchi, Portuguese Minister to China, paid a visit yesterday to the Club de Recreio at King's Park, Kowloon, where an informal tea party was held in his honour.

His Excellency arrived accompanied by Commander F. A. de P. Fonseca, and the local Consul-General (Senhor L. Cerveira d'Albuquerque e Castro). His Excellency was conducted over the grounds and showed great interest in the cricket practice and tennis. There were a large number of ladies and Club members to welcome His Excellency, who, by the way, had spent the earlier part of the afternoon viewing the sights of the Peninsula.

Among those who were present at the Club were: Messrs. C. A. R. d'Assumpcao, E. V. M. R. de Sousa, Mrs. J. M. da Rocha, Dr. F. M. G. Ozorio, Consul-General Cerveira, Mr. J. M. da Rocha (President), Mr. Fred. Xavier (Continued at foot of next column.)

Capt. Arthur's Opinion.

When asked as to his opinion, Capt. Arthur said that the wreck was in a dangerous place for men to work unprotected. Because of the possibility of pirates visiting the scene. The water was thick with mud, and by the time a diver was submerged a foot, he would not be able to see six inches ahead of him. In addition to that the divers were called upon to do inside work, which was very different from making an inspection from the outside. There was more risk attached to inside work because the men had no electric lights and had to do everything by the sense of touch.

Witness went on to say that in removing cargo from a sunken vessel, there was always a possibility that, by its buoyancy, some cargo might float and either block the diver's exit or squeeze his air pipes. The current was very strong in the spot where the *Kochow* sank. It was running something like five knots when he visited the scene. There was more risk for divers working in the spot where the ship sank than in the harbour. He would consider it reasonable if a diver was paid at least 50 per cent. more.

Witness was also of the opinion that \$140 a day for two divers, as charged by the plaintiffs, was quite reasonable. He also thought that the charge of \$95.60 for the provisions during the nine days' work for about 30 men was fair. After the preliminary work had been done by the plaintiffs, it would be easy for the other party to come along and finish it.

Divers and Cobblers Compared.

Cross-examining, Mr. Russ asked witness what the price of air pumps was. Capt. Arthur replied that a double acting pump would cost about \$750 and a single acting pump could be purchased for about \$300.

In reply to Mr. Russ, witness said that a diver would certainly require more training than a cobbler.

Mr. Russ: Well, take a thinner man than me without practice. He could go down, could he not? He could go down all right, but he would not be able to do anything while he was down. It requires practice and training to work below water.

Witness also did not think that a diver would work for \$4 a day, unless he was placed on a firm's permanent staff and on a salary basis.

Mr. Russ: I am actually getting it done for \$4 a day. Rental of pumps \$7 a day and two coolies at \$2 a day each. I will introduce you to the firm if you like—I should be very glad to know them. They will be useful.

The manager of the plaintiff firm was called, his evidence being corroborative of Mr. Owen's opening. Judgment was given for the plaintiffs with costs.

"SERENADERS."

NEW VAUDEVILLE SHOW  
COMING TO THE STAR.

Coming direct from a four-year continuous run in Shanghai where they have met with great success, Jack Carter and his clever troupe of vaudeville artists, "The Serenaders," will open a local season at the Star on Wednesday, November 6th. The company will present a medley of the latest revue and vaudeville items from London and New York. Advances reports indicate that an item of outstanding merit is that given by "Bo-Diddy," the eccentric dancer, who, as a finale to a complicated series of steps, whirls around at an alarming speed on his head!

(Secretary), Mr. Aug. Ribeiro (Treasurer), and the following members of the committee: Messrs. V. Goncalves, J. G. Ozorio, E. Noronha, F. Carvalho, M. F. Baptista, C. M. Alves, and Messrs. J. M. C. Basto, A. H. Basto, E. J. de Figueiredo, and M. de Figueiredo.

## MALARIA IN KOW- LOON TONG?

DISEASE ATTACKS FOUR  
IN ONE FAMILY.

ONLY ONE CASE OFFICIALLY  
KNOWN.

The alleged prevalence of malaria in Kowloon Tong Estate was discussed yesterday at the fortnightly meeting of the Sanitary Board. It was stated by the Medical Officer of Health that only one case had been brought to his notice and in that case four members of the same household were attacked by the disease. Three of them contracted malaria of the benign tertian type and a fourth had subtertian, or the so-called malignant type.

The discussion was the result of questions of which Mr. J. P. Braga had given notice to Dr. G. W. Pope (M.O.H.).

Mr. Braga's questions and the answers were:—

Will the Medical Officer of Health state whether he is cognizant of the fact that now for nearly two months malarial fever has been widely prevalent in the upper area of the Kowloon Tong Estate, that several cases have been reported as of a malignant type, and that practically some of the inmates of every house there suffer from an attack of the disease?

Dr. Pope: In one instance, only, has my attention been directed to malaria at Kowloon Tong. In this case three members of one household had contracted malaria of the benign tertian type, a fourth had contracted the subtertian or, so-called, malignant type.

Can the prevalence of the disease be attributed in part to the delay on the part of the Government in constructing proper drainage?

Dr. Pope: In my view it is very desirable in an area such as that occupied by the Kowloon Tong Estate that, training and draining should be undertaken early (and preferably before the erection of habitations) with a view to minimising the risk of malarial infection.

What immediate steps the Government propose to take to abate—

(a) the prevalence of malaria within the Kowloon Tong Estate;  
(b) the nuisance caused by the Government Contractors' workmen using uncovered receptacles for their excreta and urine?

Dr. Pope: (a) Provision has been made in the 1929 estimates of the Public Works Department for further filling in of Kowloon Tsai village. Further extensive works will however be necessary before this area can be considered free from malaria.

(b) All contractors' matsheds are required by our byelaws to provide flyproof covers to matched latrines. Regular inspections are made to see that conditions of permits are observed. Personal inspection reveals the fact that the users do not always replace the covers. The difficulty of enforcing this is obvious.

DAIRY LICENCE REFUSED.

The application for a dairy licence by the tenant of No. 53, Wooning Street, Yau-mai, was again considered yesterday. The matter, it will be remembered, was brought before the Board at the last meeting when Mr. Sayer recommended that the application should be refused because the applicant's intention was to sell milk in bulk. It was pointed out by Dr. Pope that milk sold in bulk was more liable to contamination than milk sold in sealed bottles.

Mr. Wong Kwong Tin asked that the application be held over and that if the applicant would give an undertaking to sell milk in sealed bottles, he did not see any reason why the licence should not be granted.

At yesterday's meeting Mr. Sayer again recommended that the application should be refused, saying that the applicant was already licensed to carry on an eating house.

Mr. Wong Kwong Tin said that in hotels, restaurants and other places milk was being sold, and he did not see why this applicant should not get a licence just because he was already carrying on the business of an eating house. He asked that the licence be granted if the applicant would undertake to sell milk in sealed bottles.

Mr. Sayer pointed out that the applicant had not amended his application. The matter was put to the meeting and the majority was in favour of it being refused.

## KAIPING COAL

FOR HOME, FACTORY, & POWER HOUSE



HOME,  
FACTORY  
AND  
BUNKERS

POWER  
HOUSE,  
TUGS &  
LOCOS.

THE KAILAN MINING ADMINISTRATION  
DODWELL & CO., LTD., Agents, Hong Kong.

Announcing

the First

# DINNER DANCE

of the Season,

Saturday, November 3rd.

SPECIAL LICENCE TILL 1 A.M.

LANE, CRAWFORD, LTD.

Messrs Komor & Komor's

AUTUMN  
EXHIBITION

Water Colours, Oil Paintings and Colour Prints

PICTURES

By the foremost artists of Japan will be open

from 9 a.m. to 5 p.m.

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10 DAYS ONLY

Prices ranging from 1 Dollar upwards.

The most suitable Wedding or Xmas Presents.

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ART & CURIO EXPERTS.

ST. GEORGE'S BUILDINGS.

THE NAM-FA HIGHWAY.

WORK TO START AT ONCE.

To hasten the construction of the Namhoi-Panyu-Fayun Public Highway a special committee was formed some time ago under the leadership of Mr. Ng Koon Kee and Mr. Chu Chao Hsin to hurry forward the preparatory work so as to get down to the actual construction as quickly as possible.

Labour From Villages.

This Committee has done useful "spade work," getting in touch with the various road building committees of the different districts concerned, and discussing the methods to be adopted so as to get the road built with the minimum delay. As a result of these conferences, an understanding has

been reached whereby the inhabitants of the villages in the vicinity of the projected route are to provide the labour to construct the road while the Government will furnish grants to meet the cost of constructing the bridges and sluices. The road builders are to draw no wages for their work, but their labour will be considered at a definite value and credited to them as their share of the capital funds.

Work To Start.

All arrangements are now completed, and November 1st has been set for work to be begun on the construction of this road. The Bureau of Public Highways will have charge of the work. As soon as the road is ready for traffic, a Controlling Committee will be formed to take control, having charge of the tolls and attending to the maintenance work. Profits derived from the traffic using the road will be used to reimburse the money expended by the government.—*Quanton Gazette.*



RICE FAMINE  
FEARED.SERIOUS SITUATION IN  
EAST RIVER DISTRICTS.

## TOTAL FAILURE OF CROP.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Oct. 30th.

Owing to the long drought the rice fields in the East River districts, extending for scores of miles, are withering and likely to bear either a scanty crop or no crop at all. In many places the exceedingly weak stalks are dead and the soil cracked like a net work. But in the rice fields, in narrow valleys where water is always plentiful the crop is quite flourishing and a good harvest may be reaped. But these fields are small and insignificant when compared with the bulk of the East River districts.

The writer noticed these conditions while travelling from Canton to Hong Kong by train yesterday. The whole East River district is very dry, so dry that one could see the bottom of the East River at Sheklung and other places. Men were walking across the East River at this point, the water being not more than knee deep. The ponds and ditches along either side of the permanent way were dried up and cracked, while the higher and much shallower rice fields beyond were baked like brick. From the railway one saw farmers gathered in melancholy groups showing unmistakable signs of distress and despair. It is quite evident that their crops are a failure and that ruin and even starvation is awaiting many of them unless relief is brought to them before the approach of winter. Their misery and distress have been increased through the depredations of outlaws and Communists. Hardly have they repaired the ravages of these brigands than they are faced with an even more serious crisis.

It is most doubtful whether the Government will be able to do much for the famine-stricken people of the East River considering their other commitments.

GREAT ATHLETIC MEETING  
IN CANTON.OVER 3,000 STUDENTS TO  
TAKE PART.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Oct. 30th.

The 11th annual provincial track and field athletic meeting will be held on the campus of Sun Yat Sen University beginning from November 1st (to-morrow). The meeting will last five days and several thousand students from all parts of Kwangtung have arrived in Canton and are ready for the fray. About 4,000 students have entered and will participate in the contests. Over 30,000 spectators, mostly high school students, are expected to arrive in Canton to-morrow or the next day from all over the Province. The assembly of this large number of spectators is largely due to the generosity of the river junk proprietors, railway authorities and the hotel managements in Canton, all of whom have consented to reduce their rates and charge only 70 per cent. of normal prices. The British Railway is reducing its fares by 20 per cent. during the period of the meeting. To obtain these privileges, however, each traveller will have to wear the special uniform of his institution and to give other proofs that he is a genuine student going to Canton.

The campus of Sun Yat Sen University is ready for the contests. Stands have been built for the students and for the public, and a large and imposing pavilion has been erected in front of the entrance to the University. The seating capacity of these stands is estimated at over 40,000. The place resembles an American football field or a British race course.

Government officials, prominent merchants and various public organizations have given numerous silver and gold badges, cups, flags, banners, and books for the successful contestants. There are no less than 60 silver cups of various shapes and sizes.

The money for the construction of the stands and pavilion, and other initial expenses of the meeting has also been given by merchants, officials, and public organizations and the Kwangtung Government contributed \$10,000.

PAYING PUBLIC  
DEBTS.CANTON'S AMBITIOUS  
SCHEME.

## TO START FROM TO-DAY.

## FIRST FRUITS OF PEACE.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Oct. 30th.

The Canton Political Council has at last decided to pay back in instalments, beginning from November 1st, its public debts. The amount now due from the various loans which people were forced to advance to the Government in recent years has now reached a total of about \$18,700,000. Of this huge sum about \$7,500,000 consists of general public debts, and over \$3,000,000 is in short term bonds. The remaining \$8,000,000 is the loan which the Canton bankers had advanced to the Government about two years ago to resuscitate the then badly depreciated Central Bank of China notes.

## \$1,200,000 A MONTH.

Beginning from to-morrow the Government will pay back this money in instalments of \$1,200,000 a month with the hope of clearing up the debt within a year and a half. Of this sum which the Provincial Treasury will authorize the Central Bank of China to pay each month, \$600,000 to the amortization of the bankers' loan, \$400,000 for redemption of the short term bonds, and \$200,000 for the various public debts.

As regards the redemption of the short term bonds, the Government has decided to pay half in cash and the other half in a new issue of short term bonds. These bonds will be redeemable three months from the date of issue. The Government will redeem in November short term bonds which were due in October and November of the last year. In December the Government will redeem those which were due in December of the last year and January of this year. In January 1929 it will redeem those which were due in February and March of this year, and so on until all of the short term bonds are redeemed.

As regards the paying back of the various general public debts, a more or less similar procedure will be adopted, the details of which have not as yet been published. But it is understood that the payments will be made 40 per cent. in cash and 60 per cent. in new bonds. This, of course, prolongs the payment process and eases the financial burden of the Government. But the payment in instalments of \$800,000 a month of the six million dollar loan advanced by the bankers will, it is reported, be made in cash.

The Canton Political Council has also decided to deduct no more money from the salaries of all the Government officials and officers beginning from November 1st. Up to now they have been getting only 80 per cent. of their salaries, which was hardly enough, they said, to support their families and make both ends meet. This decision of the Canton Political Council has been received with great delight by all Government officials and officers, especially those of the lower ranks.

ANTI-PIRACY  
PROTECTION.JAPANESE STEAMER'S  
NOVEL EQUIPMENT.

The Osaka Shosen Kaisha will shortly put their new steamer, the *Canton-maru*, into service between Canton and Keelung. An interesting feature of this vessel is the anti-piracy equipment which, in the words of officials of the company, is "calculated to discourage even the most die-hard pirate chief from attempting to gain control of the steamer on the high seas."

It is said that electricity plays an important part in this anti-piracy arrangement on the *Canton-maru*. In addition to grills, she has a system of movable companion-ways and areas easily chargeable with a deadly current of thousands of volts. The bridge and engine-room are automatically protected against piratical attempts, whereas the various passenger classes are completely separated.

The *Canton-maru* is 2,800 tons gross, with a length of 300 feet, beam of 45 feet, and draught of 24.9 feet, and has a speed of some 15 knots. Her passenger accommodation is superior to that of any O.S.K. vessel in service between Canton and Keelung, but apart from the question of accommodation, her anti-piracy equipment ought to be a great attraction for nervous travellers on this route.

SINGAPORE-HONG  
KONG FLIGHT.BRITISH SEAPLANES START  
TO-MORROW.

Another novel flight is to be made by the four British seaplanes which recently visited India and Australia en route to Singapore. On November 1st a cruise to Hong Kong will be started, calling at Labuan, Manila, and other points on the way. The complete itinerary appears below, including the dates of arrival and departure from each air-port and the number of statute miles to be covered on each flight of the cruise. The present plan calls for the return of the flying boats to Singapore after a tour of 5,340 miles in a period of 41 days.

| Next Port.     | Arrival. | Leave.   |
|----------------|----------|----------|
| Singapore      | 4th      | Nov. 1st |
| Kuching        | 4th      | 1st      |
| Labuan         | 4th      | 5th      |
| P. Princesa    | 4th      | 7th      |
| Manila         | 4th      | 8th      |
| Salomague      | 4th      | 10th     |
| Hong Kong      | 4th      | 17th     |
| Touraine       | 4th      | 17th     |
| Bay            | 5th      | 25th     |
| Cocoon Bay     | 5th      | 25th     |
| Bangkok        | 5th      | 30th     |
| Victoria Point | 5th      | 30th     |
| Perang         | 5th      | 11th     |
| Singapore      | 5th      | 11th     |

The planes making the trip are the *S-1152*, the "flagship," the *S-1127*, the *S-1150* and the *S-1151*. The ranking amphibian is under the direct command of Group Captain H. M. Cave-Brown-Cave, commanding officer of the flight, with a crew of Flight Lieutenant H. G. Sawyer, Corporal J. A. Coyne and Leading Aircraftman F. S. Nelson.

In the *S-1127* are Squadron Leader G. E. Liveck, Squadron Leader P. E. Maitland, Sergeant W. L. Cushing and Leading Aircraftman J. Williams.

The *S-1150* is manned by Flight Lieutenant D. W. Carnegie, Flying Officer G. E. Nicholls, Corporal W. McMeeking and Leading Aircraftman E. H. Myers.

The *S-1151* will carry Flight Lieutenant C. G. Wigglesworth, Flight Lieutenant S. D. Scott, Sergeant J. K. Semple and Corporal A. H. Hart.

These four machines are "Southampton" type flying boats, built by the Supermarine Aviation Company, Ltd. Each vessel has a span of 75 feet, a length of 50 feet, draught of about 3 feet and a weight, under normal load, of approximately seven tons.

The aircraft are similar in type to the standard "Southampton" flying boats used by the Royal Air Force in home waters, except that duralumin hulls are used instead of the usual wooden hulls, and the interior equipment has been considerably modified. No armament or cameras are carried over foreign territory.

Although all the vessels are of the same type, the *S-1152* will be distinguished from the other craft by absence of black marks on its hull.

Due to the small space allowed for equipment, the airmen have discarded their mess jackets and swords, and are carrying only service dress and dinner jackets.

The crew of each flying boat consists of two officers and two airmen. Facilities are provided so that this crew may live on board the plane when necessary. A crew of one officer and four airmen from the unit always are on duty in the craft, and all officers and men sleep on board the night prior to the take-off. Apart from this the established programme allows the officers and men off duty to sleep on shore in ports where accommodations are available.

It is usual for each flight to start at daybreak, and for all flying boats to refuel immediately they have moored at their day's destination.

The officers and men of each boat, with the exception of the commanding officer who may find it necessary to come ashore at once, remain in their craft until the refueling is completed and the routine work done.

This unit of the Royal Air Force left England in October, 1927, to carry out a cruise to the Far East including flights around India and Australia, and from Singapore to Hong Kong and back to Singapore, in accordance with a programme drawn up by the Air Ministry. The cruise has been completed with the exception of the last stage.

## CORRESPONDENCE.

## AVIATION IN HONG KONG.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—I think the keen interest that has been shown in the Colony during the past year in Commercial Aviation, both "Passenger, Freight and Mail Services," and "the Seaplane Flying Club," has proved that we really do require the necessary organizations in Hong Kong to develop this new means of transport and sport.

The news from Canton, that practical steps have already been taken in the development of commercial air lines, in the form of purchasing a Ryan monoplane, and the testing of this machine over the future routes of Kwangtung, has come as a shock to many.

Let us congratulate Canton on their courage and enterprise, and wish them every success with their new venture, which it is to be hoped will eventually link up with the lines that it is proposed to operate from Hong Kong.

Having carefully examined the prospects of opening up air services between Hong Kong, Canton, Macao, Swatow, Amoy, Foochow, and Shanghai, and being in possession of the full facts as to the present position regarding these proposed services, I feel it incumbent on me, as far as permissible to explain some of the salient points that have caused the delay in bringing the plans for the Hong Kong services to an immediate and successful conclusion.

1.—Those who have read my articles and letters in the Press will fully appreciate that I have stressed the policy of "Safety First," although I strongly believe flying to be perfectly safe.

This policy applies not only to the actual flying side of the business, but to the necessary ground organization and financial side as well. To attain "Safety First" progress must be made with caution, every link in the chain must be sound.

2.—It has been the policy of the Home Government to control commercial aviation, and keep it within reasonable bounds.

This is of vital importance to the public who propose to use, and to benefit by, commercial aviation. The question of the proper control to be exercised over civilian flying in the Colony has been under consideration, and I am able to state that very satisfactory progress has been made.

3.—The fastest and best methods of communication are necessary to trade, the child of the transport family is the aeroplane, and like all children it requires the care and attention of its parents.

The Home Government have given commercial aviation the opportunity to get on its feet, and make a living for itself, but if the Colonies require this new method of transport it is expected that they will produce the necessary organizations, granting them support during the first few years.

4.—Before a start can be made with the actual flying slipways and typhoon proof hangars must be built and these must be carefully designed as they must be suitable to withstand the special climatic conditions, quite apart from the fact that they must be capable of housing the types of aircraft that may be expected in five years.

A rush job would very likely produce untold waste in three or four years time.

5.—Aviation Insurance is a difficult problem, statistics are available for Europe, but not for Asia. The importance of this problem must not be forgotten. Perhaps when it is realised that premiums for goods transported by air are less in Europe, than for surface transport, this point will be fully appreciated.

These and many other problems have to be, I should say, have been considered, and the time is fast approaching when the work of the last year will bear fruit.

The foundations of Imperial Airways, Ltd., were started in 1919 by the aerial transport companies that operated between that date and 1924 when the present Company was launched.

The success of Imperial Airways is, practically, beyond praise, but that success is very largely due to the sound foundations, and the remainder of it is definitely due to the selection of a first class staff.

In years to come it is to be hoped the aerial transport services that will operate from Hong Kong will take their place in the Empire Air Services, and I think all will agree, it would be a great pity if the foundations were found to be built on sand when that time comes.

"Safety First" but let "Speed" be added, otherwise we shall find Hong Kong behind—Yours, etc., R. YAU (HONG) FOWLER, Kowloon Hotel, Kowloon, October 30th, 1928.

## A TAIPO CASE.

HOW CHAMBER OF COMMERCE  
"CHOP" TRANSFERS.SEQUEL TO WRONGFUL  
ARREST OF FISHERMAN.

The case in which a Taiipo fisherman, Lee Wo Hui, was awarded \$300 damages against the master and *foh* of the Wo Shing Hing Lung fish shop and a Chinese detective at Taiipo, for wrongful arrest was recalled in the Summary Court yesterday, before Mr. Justice P. Jacks, when the victim of the illegal arrest was sued for the sum of \$388.17 by the Wo Shing Hing Lung fish shop.

Mr. G. S. Hugh Jones appeared for the plaintiffs and Mr. A. el Arculli was for the defendant. Outlining the case, Mr. Hugh Jones said that the amount claimed was really the balance of a current account between the two parties, and that in endeavouring to collect the amount, plaintiffs in this action and a Chinese detective were sued for wrongful arrest and that damages of \$500 had been awarded against them.

A big portion of the debt owing by the defendant was run up when the firm was conducted by the previous proprietors. The business changed hands on January 8th, this year to the present plaintiff, assets and liabilities being transferred. A further sum had, since the transfer of the business, been incurred by the defendant, who had admitted the debt and had paid the money into Court. The sum now claimed was owing to the previous partners.

Mr. Hugh Jones said that defendant was a fisherman and used to sell his catch to the plaintiff firm, who sometimes made advances to him which were repaid by fish he brought to the shop.

## CUSTOMS AT TAIPO.

It was customary at Taiipo for a transfer of business to be enquired into by the Taiipo Chinese Chamber of Commerce, who investigated the accounts and satisfied themselves that everything was in order and that the consideration money was paid. When the business was transferred to the plaintiff the customary procedure was followed. A summary of accounts was drawn up, which was investigated by the Chamber of Commerce. They found them correct and chopped them. That meant that the Chamber had satisfied themselves that any money shown to be owing was in fact owing, including the defendant's debt.

His Lordship: Are you contending that the decision of the Chamber was binding on the debtor?

Mr. Hugh Jones: No, that is a point which your Lordship has to decide. I only mention it as part of the evidence I will call to substantiate the plaintiff's claim. It is also a part of our case that subsequent to the transfer of the business the defendant called at the shop and verified the accounts with the transferees.

## "Thunder Will Strike Me!"

Corroborative evidence was given by Cheung Tai Kwai, one of the partners of the plaintiff firm, who said that the business was bought for \$5,020, which included the assets and outstanding debts. At the time of the transfer, said witness, the defendant owed the sum of \$351.80. Three days after the transfer notices were sent out and the change was sent to the defendant. He did not reply but called at the shop. On that occasion witness showed him the entries in the books and the defendant then admitted owing the money.

After plaintiff had been cross-examined by Mr. Arculli, at some length, he asked permission to say a few words. Permission having been granted, plaintiff in a most solemn tone said: "What I have said in this Court is true and if I have given false evidence against the defendant, may the thunder strike me dead."

Plaintiff also added that when defendant went to him and admitted his debt, he told witness that he had no money and, witness said: "I was so kind that I lent him \$30 to pass the Chinese New Year."

The case was adjourned.

SIX SMALL-POX FATALITIES  
LAST WEEK.

Health returns for last week show seven fresh cases of small-pox and six deaths, all Chinese.

Other notifications were 1 Chinese case of enteric (fatal), 1 British case of enteric (fatal), 1 British case of cerebrospinal fever and 2 influenza fatalities.

On Monday 2 cases of diphtheria (1 Chinese and 1 British) and 1 Chinese case of puerperal fever were reported.

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WE ARE NOW SHOWING  
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"A little masterpiece" ... J. C. SQUIRE

"An absolutely first-rate book" ... ARNOLD BENNETT.

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KELLY & WALSH, LTD.  
The Bookshop. Chater Road.



## NEW ADVERTISEMENTS.

## ROYAL HONG KONG YACHT CLUB.

MEMBERS are Reminded that A DINNER will be held in the CLUB HOUSE on THE EVENING of SATURDAY, NOVEMBER 10th, at 8.15 p.m.

DRESS—DINNER JACKET. Those who intend to be present should send in their Names as early as possible to the Hon. Secretary.

R. J. VERNALL,  
Hon. Secretary.

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 5th DAY of NOVEMBER, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Lai Chi Kok, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

| No. of Sale       | Locality    | Boundary Measurements | Contents in Square feet | Annual Rental | Upset Price |
|-------------------|-------------|-----------------------|-------------------------|---------------|-------------|
| 1                 | Lai Chi Kok | ft. ft. ft. ft.       | 15,000                  | 88            | 9,000       |
| As per sale plan. |             |                       |                         |               |             |

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 5th DAY of NOVEMBER, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shaan-kiwan Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

| No. of Sale       | Locality                                       | Boundary Measurements | Contents in Square feet | Annual Rental | Upset Price |
|-------------------|------------------------------------------------|-----------------------|-------------------------|---------------|-------------|
| 12                | East of Inland Lot No. 1706, Shaan-kiwan Road. | ft. ft. ft. ft.       | 10,400                  | 09            | 10,400      |
| As per sale plan. |                                                |                       |                         |               |             |

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 5th DAY of NOVEMBER, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Prince Edward Road, Kowloon City, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

| No. of Sale       | Locality                          | Boundary Measurements | Contents in Square feet | Annual Rental | Upset Price |
|-------------------|-----------------------------------|-----------------------|-------------------------|---------------|-------------|
| 3                 | Prince Edward Road, Kowloon City. | ft. ft. ft. ft.       | 8,125                   | 40            | 12,750      |
| As per sale plan. |                                   |                       |                         |               |             |

## BUSINESS CONNECTIONS WANTED.

B. TISH House desires to get into connection with Hong Kong Merchants interested in—

Anthracite Coal; Edible & Vegetable Tallow; Hides; Skins; Furs; Horse Hair; Walnuts; Peanuts; Gall Nuts; Almonds; Raw Cotton; Wool and for all other products of North China.

Send Replies to

THE INTERNATIONAL TRADING CO. (NORTH CHINA),  
86, RUE DE TAIKOW, TIENTSIN.

## NEW ADVERTISEMENTS.

## MACAO RACES.

## MACAO FAIR GYMKHANA MEETING.

SUNDAY, 4th NOVEMBER, 1928  
(Weather Permitting).

FIRST RACE AT 1.15 P.M.

ADMISSION TO PUBLIC ENCLOSURE:

40 CENTS.

ADMISSION TO MEMBERS' ENCLOSURE:

\$1.00.

SPECIAL RACE STEAMERS WITH SPECIAL FARES:—

"LUNGSHAN" Leaves SAT. 11 A.M.  
Returns 3.30 P.M.

"WING ON" Leaves SAT. 3 P.M.  
Returns 5.45 P.M.

"TAISHAN" Leaves SUN. 9.30 A.M.  
Returns 5.45 P.M.

[6927]

G. R.

NOTICE.

## HONG KONG WATERWORKS.

IT IS HEREBY NOTIFIED that, in consequence of the Existing Shortage of Water, the SUPPLY from the MAINS to HOUSES in the RIDER-MAIN DISTRICTS will be DISCONTINUED AFTER WEDNESDAY, the 31st OCTOBER, until further Notice.

A SUPPLY of WATER will be Available from PUBLIC FOUNTAINS in the STREETS from the MORNING of THURSDAY, the 1st NOVEMBER.

HAROLD T. CREASY,  
Water Authority.

Public Works Dept.,  
Hong Kong, 28th Oct., 1928. [6916]

THE ROYAL HONG KONG YACHT CLUB.

NOTICE IS HEREBY GIVEN that THE TWENTY FOURTH ANNUAL GENERAL MEETING of MEMBERS will be held at the CLUB HOUSE, NORTH POINT, on WEDNESDAY, the 31st DAY of OCTOBER, 1928, at 5.45 P.M.

BUSINESS:—

(1) To receive the Reports and Accounts for the Period ended 31st August, 1928.

(2) To elect Officers for Ensuing Year and other General Business.

By Order of the General Committee,  
R. J. VERNALL,  
Hon. Secretary.

Hong Kong, 22nd Oct., 1928 [6839]

## MACAO CHARITY AND COMMERCIAL FAIR.

THE Executive Committee Cordially requests the pleasure of the presence of the General Public at the INAUGURAL CEREMONY of the FAIR on SATURDAY, 3rd NOVEMBER, 1928, at 9 P.M.

Col. DUARTE VEIGA,  
Chairman.

[6891]

## EX-ACTIVE SERVICE MEN'S ASSOCIATION (1914-1918).

## ANNUAL MEETING.

THE SEVENTH ANNUAL GENERAL MEETING of the above ASSOCIATION will be held on WEDNESDAY, the 31st INSTANT at the CLUB PREMISES, No. 17, QUEEN'S ROAD CENTRAL, commencing at 5.30 P.M., for the purposes of:—

(1) Receiving the Report and Statement of Accounts.

(2) Electing Officers for the Ensuing Year, and

(3) Any Other Matter.

R. J. HUNT,  
Hon. Secretary.

[6919]

## INTIMATIONS.

## HONG KONG JOCKEY CLUB.

DRAFT Programme and Entry Forms for the SEVENTH EXTRA RACE MEETING to be held on SATURDAY, 10th NOVEMBER, 1928 (Weather Permitting), may be obtained at the Race Course, Hong Kong Club, and Clubs way BAR STABLES. Entries will CLOSE at 12 O'CLOCK Noon on WEDNESDAY, 31st OCTOBER, 1928. [6874]

## HONG KONG AUTOMOBILE ASSOCIATION.

## DINNER DANCE.

THE ANNUAL DINNER DANCE of this ASSOCIATION will be held at the PENINSULA HOTEL, on FRIDAY, DECEMBER 14th, 1928, at 8 P.M. THE PRIZES awarded at the MOTOR CAR PARADE at the Recent GRAND TATTOO will be presented during THE EVENING.

G. E. S. UPSDELL,  
Hon. Secretary.

[6914]

## NOTICE.

OWING to the Demolition of Our Present Premises, We will REMOVE from 12, QUEEN'S ROAD CENTRAL to 13, QUEEN'S ROAD CENTRAL (almost directly opposite) on or about the 31st of OCTOBER. Our Lens Grinding Factory will be located at the Rear of the Same Premises and provision has been made for a Waiting Room in the Front Centre of the New Store. We assure our Clients of the same careful and accurate Service that has been a feature of this Store for the past forty years.

Per N. LAZARUS,  
(Hong Kong's Only European Optician).  
(Signed) RALPH A. COOPER,  
Registered Optometrist, F.I.C.,  
Manager. [6901]

## HONG KONG JOCKEY CLUB.

## PARI-MUTUEL THROUGH TICKET No. 309.

## ANNUAL RACE MEETING, 1928.

THE above Ticket, which is the Property of Mr. YEUNG YUK WAN, having been reported LOST, NOTICE IS HEREBY GIVEN that unless the said Ticket is produced to me, within One Month from this Date, all Rights under such Ticket shall become NULL and VOID.

H. R. FORSTH,  
Acting Secretary.

1st October, 1928. [6777]

## "CHINA" LADIES' HAIR DRESSING SALOON.

HEAD OFFICE:—25, Des Vaux Road Central. TEL. C. 6234.

FIRST BRANCH:—5, D'Aguiar Street (For Ladies only.) (TEL. C. 6234.)

SECOND BRANCH:—22, Queen's Rd. Cent. (For Ladies & Gents.) (Rear Ground Floor of KAYAMALLY BUILDING.)

Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.

BUSINESS HOURS:—  
8 A.M. to 7 P.M. on Week Days.  
12 Noon to 6 P.M. on Sundays.

## AGENCIES.

The London Office of the HONG KONG DAILY PRESS, 21, BURY LANE, E.C.4, is constantly receiving Enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

If Local Companies desirous of taking up further Agencies will let us know the Lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.

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66, QUEEN'S ROAD CENTRAL, 1st Floor.  
TEL. C. 5009.

EXPERIENCED British Lady STENOGRAPHER (now in Shanghai) desires immediate Employment.—Address: Box No. 6385, c/o Hong Kong Daily Press. [6936]

## INTIMATIONS.

## "THE PEAK MANSIONS."

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Five-Roomed and Six-Roomed APARTMENTS

with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

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D'EXTREME-ORIENT,  
4th Floor,  
FRENCH BANK BUILDING.

## FOR SALE OR TO LET.

NO. 3, STEWART TERRACE, No. 368, THE PEAK, recently renovated, Unfurnished from 1st DECEMBER, 1928. 3 Reception-rooms, 3 Bed-rooms, 2 Bath-rooms, Servants' Quarters, Large Basement. Rent: \$200 Monthly including Taxes. Apply: HOLLAND CHINA TRADING CO. [6898]

## TO LET.

FLATS in HUMPHREYS & CARMARVON BUILDINGS.

Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.,  
65/65J Alexandra Buildings.

Hong Kong Office: 11, Ice House Street.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

## The Daily Press.

Hong Kong, October 31st, 1928.

## OUR STREET SLEEPERS.

A SUB-COMMITTEE of the St. Peter's branch of the Victoria Diocesan Association has recently issued a report of an investigation into the question of street sleeping which it carried out earlier in the year. The members of the committee tackled their work in a very practical way by organising parties who went among these unfortunate people and sought the causes from them individually of their present destitution or the reason for using the pavement as a bed. Of the fifty cases examined in April four only were sleeping out from choice; the rest were doing so from dire necessity. These included men who had left their wives and families in the country and had come into the Colony in the forlorn search for work. There were elderly coolies, either truck pullers or cargo carriers, who expended what money they earned, after satisfying their minimum bodily needs, in the purchase of opium or some other drug. In addition to these more or less able bodied men there were men of various ages too weak and diseased for work, but not too helpless to beg. In the course of their work the investigators came across one woman with children sleeping out. She was destitute because her husband had recently died.

It is very easy to describe the situation and to discover the individual causes; the difficulty is to solve this grave problem without creating a greater evil than the one we set out to cure. In winter time there is undoubtedly very severe hardship. The proposal that a night shelter should be established for these people is suggested, of course, by the method of the Salvation Army in London, where some men or women beaten in the competition of life prefer the freedom of the Embankment, rather than the casual ward of the workhouse which is open to them, but from which they shrink because of the irksome restrictions and the claim made upon them for labour, in return for their night's lodgings and a meal. The problem here, also, would be to provide a remedy which would not increase the number of Hong Kong's paupers, nor make it the Mecca for Kwangtung's destitute population. If a shelter were provided admission to it would have to be so restricted that the ordinary coolie would not

## INTIMATIONS.



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PHONE C. 616.

make use of it in order to buy for himself alcohol and cheap opium, instead of paying as at present for his night's bed.

The solution of the problem is one to which the responsible Chinese should address themselves, through their present benevolent organisation. They alone are qualified to tackle it if funds are provided and it is certain that if an appeal were made for such a shelter, it would receive a liberal response from all those who feel that the present state of things is unsatisfactory. The sole reason we imagine that the question has been neglected is that few Europeans, especially ladies, are aware of the conditions that prevail in the lower parts of the town. That there is a deep fund of practical sympathy to draw upon in this Colony is quite clearly shown by the splendid work of the Society for the Prevention of Cruelty to Animals. The continued existence of this evil of street sleeping in winter is a grave reflection on the Christian churches, on the charitable organisations, and on the community generally who ought by now to have found some means of dealing with it.

The forthcoming wedding is announced of Mr. J. Durran, medical practitioner, 80, Nathan Road, Kowloon, to Miss K. Hunter, travelling to Hong Kong on board the a.s. Hector.

A ricksha coolie brought to the charge room at the Central Police Station yesterday afternoon a parcel which he stated was left behind by a European lady in Chater Road near Messrs. Watson's. The parcel has a dark mauve silk cover and a large ivory ring attached at the end of the handle. The owner can claim the article at the Police Station.

During the absence of the inmates of No. 31, Shelley Street, yesterday afternoon, some person entered by the back door and stole jewellery and clothing worth about \$145.30. The police were notified of the theft.

Mrs. James, residing at No. 5, Minden Villas, Mody Road, Kowloon, has reported to the police the loss of jewellery worth \$1,375 including a platinum ring worth \$900. The articles were last seen in a drawer of a wardrobe on October 18th, but were found to be missing yesterday.

The members of the Chinese Company, Hong Kong Police Reserve, are holding a reception at the Company's Headquarters and Club, 17, Queen's Road Central, on Wednesday, November 1st, at 6.30 p.m. The Club will be formally opened by the Captain Superintendent of Police (the Hon. Mr. E. D. C. Wolfe, C.M.G.) and congratulations will be tendered to Dr. S. W. Tao, O.B.E., on the honour recently conferred on him.

Miss Susan Lawrence, M.P., will in all probability be chairman of the Socialist Party national executive next year. The new executive meeting in Birmingham last month, elected Mr. Herbert Morrison chairman, in succession to Mr. Lansbury, and Miss Lawrence as vice-chairman. This means that in the ordinary course Miss Lawrence will next year succeed Mr. Morrison as Chairman. She is the first woman as vice-chairman and will be the first woman as chairman.

Mr. W. R. Morris, the famous motor-car manufacturer, who has already at various times given £170,000 to hospitals and charity organisations, has now promised a gift of £20,000, and a further £40,000, for the extension and development of the Radcliffe Infirmary at Oxford. The Mayor of Oxford who announced these bequests at a meeting at Oxford last month, said that Mr. Morris had promised the first £20,000 to pay the cost of the maternity department, and the second £40,000 would be paid when the public have contributed £50,000.

Mgr. Gaspar Latty, Archbishop of Avignon, has died at the age of 84. He was ordained in 1868, and after occupying several curacies in Paris became Bishop of Chalons in 1894. He expressed a wish to be above all "the Clergy's Bishop," and soon after his arrival at Chalons convened a congress of clergy at Epernay, which aroused controversy in the Chamber. Mgr. Latty devoted himself to the better training of the clergy, and issued a number of letters and pamphlets on Biblical studies, theological teaching, and the art of preaching, and founded the Ste. Croix School at Chalons. He became Archbishop of Avignon in 1907.

Baron Maurice de Rothschild, deputy of the Haute Alpes, may be defendant in a suit for damages brought against him by M. Louis de Kermingant, a prominent French financier and sportsman, as a result of a hunting accident that took place in Scotland some weeks ago. M. de Kermingant and M. Maurice de Rothschild, with a party of French and English, were guests at a hunting lodge in Scotland for the grouse shooting. In the course of the shoot the Baron's gun went off prematurely and injured M. de Kermingant, who was standing behind him. M. de Kermingant has since instructed his lawyer to summon Baron Maurice de Rothschild.

One result of the recent visit of M. Venizelos, the Greek Premier, to London is that an English company has been given the preference for the work of reclaiming and irrigating vast areas in Thessaly, the Epirus, and other districts. Sir Murdoch MacDonald, of MacDonald and Partners, consulting engineers, of London, and Messrs. Henry Boot & Sons, public works contractors of London and Sheffield, have been authorised to make a survey of these areas, and it is expected that Messrs. Boot will accept the contract. The cost of the scheme is estimated at £10,000,000. This work is part of the Greek Government's policy of regenerating agricultural land for the benefit of the 1,800,000 repatriated Greeks.

An attack on the alleged practice of "ambulance chasing" by legal aid societies of a certain type was made by Mr. E. R. Cook, of London, at the Society's conference at Eastbourne. Mr. Cook described the system in America, and said there was frequently a scramble between the "ambulance chaser" and the insurance company to reach the bedside of injured people, the "chaser" importuning the victim for a retainer and the insurance agent clamouring for the victim to sign a claim release for little or nothing. If it were not possible for lawyers personally to chase ambulances in England, it had been possible for them to lend their professional aid to those lay societies and individuals who had communicated indiscriminately with people injured in accidents their willingness to render them legal aid on a percentage basis. He advocated the remedy suggested in the report of Mr. Justice Finlay's Committee on Legal Aid for the Poor that the most permanent and satisfactory remedy would be the ousting of those undesirable societies by the spread of legal aid societies of the genuine type.

In order that the fountains in the gardens of Blenheim Palace might be made to play, the Duke of Marlborough recently ordered that attempts should be made to discover the source of the spring which supplies Fair Rosamund's Well. The attempt has not succeeded, but the workmen, in the course of several weeks' labour, have found the stone slab which covered the well 800 years ago and also fragments of the ancient Royal Palace of Woodstock.

A Departmental Committee appointed to inquire into the use of the "Guss"—the harness attached to boys pulling coal in "putts" or sledges in Somerset mines—has decided that there is no evidence that the practice causes any permanent injury or lasting detriment to health. The "Guss" is a girdle fitted around a boy's waist, and in pulling the "putt" he moves forward in a stooping posture, mainly on his finger tips and toes, but sometimes on his hands and knees. The report stated that there had been comments as to the "indignity to human labour involved in the use of the 'guss,' and the subsequent strong objection felt by some of the miners to this form of harness." The Mines Association, the report stated, did not contemplate the immediate total abolition of the "guss." They confined themselves to the expression of a hope that as a result of the inquiry, practical recommendations would be made that would eventually do away with the practice. The abolition of the "guss," it was pointed out, would lead to the closing of the present workings in a number of Somerset seams.

It is not often one learns of shipmates spending 25 years together on foreign service on board one ship, but such is the unique instance of certain members of the H.M. cable ship *Lira*, which was commissioned on February 14th, 1903. Captain H. R. Hughes, chief engineer J. D. S. Fleming, Paymaster R. Bannister, Cable-foreman J. Bockham, and Cable-jointer J. R. King are members of the crew who have spent a quarter of a century on board the *Lira*. Month by month, year by year, this ship has lain at her moorings with steam ready to depart; now and again she goes for a spin to repair a cable or try the engines and test her gear. Regular watches are kept by officers who take days on and off for watch duties, and a full crew of blue-jackets are constantly on the pay roll. It is warship life, as in all cable-ships stationed abroad. There is time found for tennis, golf, cricket, and sport of all kinds to help fill the monotonous life, and neither officers nor men are overburdened with work, yet the ship must be kept fully manned and equipped ready for emergency duty. It was the *Lira* that caught the escaping Germans, including the adventurous Count von Luckner, in the schooner *Mon*.

No. 1 of vol. 80 of the Smithsonian Miscellaneous Collections is a study of Chinese religion in Szechuan Province by Mr. David C. Graham, who points out that this area provides an excellent ground for the study not only of the religious beliefs of the Chinese themselves, but also of those of the aborigines. The family, which is the social unit and not the individual, the ancestors are a part, and the most honoured part. The ceremonies of their cult can only be performed by the eldest son. Hence, not only are sons desired, but also every means taken to protect them from harm. The conception of a multiple soul makes it possible to commemorate the dead person at the tablet and the grave, while the soul, or one part of it, may also reside in the underworld. At death every effort is made to entice the soul to return and take up its abode in the ancestral tablet. In the popular religion the conception of *man* is the primary key to understand. Demons, the spirits of the dead who for some reason are not at peace, play a large part in the lives of the people and are the cause of all diseases and other calamities. Both gods and charms protect from their influence. The element of luck craves and maintains a belief in a mysterious potency, producing belief in lucky and unlucky days and being responsible for a number of superstitious practices. The organised religion is so arranged as to arouse the feeling of awe and loyalty by its large temples situated on hills, and the imposing character of the great deities with their robes and their retinues of priests and their festivals. This feeling reflects the attitude towards the practices connected with their one-time temporal rulers. Notwithstanding the spread of democratic ideas, to which anything connected with royalty is abhorrent, this aspect of religion remains unchanged.

## WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.57 p.m., stated:—

The anticyclone has strengthened slightly.

Strong monsoon may be expected along the south-east coast of China and moderate monsoon over the China Sea.

Local Forecast:—North winds, fresh, fine.



**CENTRAL BANK OF CHINA.****NEW NOTE ISSUE.****REDEMPTION OF TREASURY BONDS.**

[THROUGH REUTER'S AGENCY.]

NANKING, Oct. 30th. The Ministry of Finance announces the formal opening of the Central Bank of China on November 1st. Notes of \$1, \$5, \$10, \$50 and \$100 denominations will be issued for circulation at par and will be acceptable as legal tender for the payment of all Government taxes.

**"HANKOW" NOTES.**

(Wah Tsz Yat Pao).

SHANGHAI, Oct. 30th. The Nanking Financial Department has announced that it is taking measures to redeem all issues of treasury bonds and all Central Bank notes stamped "Hankow" which were floated during the Northern Expedition. It also announces that the Shanghai branch of the Central Bank will be inaugurated on November 1st.

**NATIVE PRODUCTS.**

[THROUGH REUTER'S AGENCY.]

NANKING, Oct. 30th. It is understood that Chiang Kai Shek and other leading members of the Government are going to Shanghai to attend the National Native Products Exhibition, which is being held on November 1st.

**FAILURE OF RICE CROP.**

[THROUGH REUTER'S AGENCY.]

HANKOW, Oct. 30th. It is reported locally that the autumn rice crops in Hupien and Huanan have almost completely failed owing to the dryness of the season. The position of the country folk is very serious, and a rapid rise of prices here is expected.

**LOCAL BANDITS.**

[THROUGH REUTER'S AGENCY.]

PEIPING, Oct. 30th. Yang Hu Chen with the Tenth Army of the Second Group, which was recently stationed at Tangshan, west of Hsuehchow, has been ordered to Hsuehchow to "suppress local bandits," presumably meaning operations against Liu Chen Nien.

**PEKING POLICE FOR NANKING.**

[THROUGH REUTER'S AGENCY.]

PEIPING, Oct. 30th. The Bureau of Public Safety has selected 200 Peking police for reserve in Nanking, and will dispatch them very shortly. The Bureau is giving an allowance of \$20 to each family.

**PEKING-HANKOW RAILWAY.**

[THROUGH REUTER'S AGENCY.]

PEKING, Oct. 30th. The Peking-Hankow Railway authorities yesterday commenced to remove the archives from Peking to Hankow. It is believed that the head office will shortly be established at Hankow. Marshal Yen Hui Shan will apparently control the northern section of the railway, from which he will receive \$300,000 monthly for the payment of his Shansi troops.

Marshal Yen has appointed the Shansi General Ho Shao Nan to guard the northern section, removing him with his troops from Tientsin to Peking, where he will take up his headquarters in the Kihnan Building.

**DICTATOR OF SINKIANG.**

(Wah Tsz Yat Pao).

SHANGHAI, Oct. 30th. General Chen Ming Shun's present journey to Peiping is to consult with General Pei Chung Hai regarding his military status. Gen. Chen also brings a personal letter from Mr. Hu Han Min to General Pei, the main point of which is to persuade him to take up the dictatorship in Sinkiang in view of the fact that he is a Mohammedan and is therefore well fitted to govern the Mohammedan population of the province.

General Pei is reported to be in favour of this suggestion but he is determined to wait for practical plans from the Central Government before leading his forces to Sinkiang.

**FRENCH ROYALIST DEMONSTRATION.****PONS RIOT SEQUEL.****MANY PRISONERS RELEASED.**

[THROUGH REUTER'S AGENCY.]

PARIS, Oct. 30th. Following the riot at Pons in which the statue of M. Combes was mutilated, all but seven out of the forty-six members of the Royalist organisation "Camelot du Roi," who were arrested at Pons have been released. None of them were armed. The charge to be brought against the remaining seven will be that of assaulting the police.

The Bishop of La Rochelle, who had ordered the clergy to treat Sunday as a day of mourning, has issued a statement in which he condemns the violence of the Camelots du Roi and others, but expresses "more than pity" for the dead Camelot.

The political controversy continues around the question of the alleged provocation in honouring the former Premier, M. Combes.

**COPPER MINES IN ANGLESEY.****ABANDONED WORKINGS EXAMINED.****JOBS FOR UNEMPLOYED.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 29th. It is announced that the copper mines at Pary's Mountain, in the island of Anglesey, are shortly to be reopened, and many unemployed men will be engaged. New veins of copper have been discovered, showing yields of 3 and 3½ per cent.

The Anglesey copper mines began to be worked during the Roman occupation, but the industry really dates from 1750. Records show that more than £7,000,000 was paid in dividends from the working of these mines.

The special attention of mining experts was drawn to the abandoned mines some four years ago, and after prolonged investigation, the potential value of the copper area has been demonstrated.

**BAD SITUATION IN MELBOURNE.****ANSWER TO BOMB ATTACKS.****ITALIANS USE KNIVES.**

[THROUGH REUTER'S AGENCY.]

MELBOURNE, Oct. 30th. The strike situation continues unsettled and Italian and Greek volunteer dockers are beginning to use knives in retaliation for the assaults and bomb outrages, which have been directed principally against them.

**SHANGHAI-HANKOW AIR MAIL.**

[THROUGH REUTER'S AGENCY.]

NANKING, Oct. 30th. Chiang Kai Shek has contributed \$100,000 to the Shanghai-Hankow Commercial Aviation Co., Ltd., with the hope that air mail and passenger services will soon be inaugurated between Shanghai and Hankow.

**MR. ARITA'S VISIT.**

(Wah Tsz Yat Pao).

SHANGHAI, Oct. 30th. It is considered in Chinese circles that Mr. Arita's sudden visit to Shanghai will greatly help the progress of the Sino-Japanese negotiations. A certain report even goes so far as to state that the Japanese Government will shortly issue an official note announcing its willingness to open formal negotiations with the Nationalist Government in regard to the Hankow and Nanking incidents and to settle the Tientsin incident and the problem of treaty revision.

**ORIENTAL DEVELOPMENT CO. LOAN.**

[THROUGH REUTER'S AGENCY.]

PEIPING, Oct. 30th. With reference to the Oriental Development Company the Japanese Legation spokesman states that it is a misapprehension to assume that the loan will be employed for the development of Manchuria. It will be used for the redemption of old loans.

The Oriental Development Company has operated chiefly in Korea, and the only investments in Manchuria were some years ago during the boom, when several millions were invested in immovable property such as houses, mainly in Harbin. The company lost considerably in this venture, after which it confined its attention to Korea.

**AN ENTERPRISING GOLF CADDY.****STOWAWAY ON THE ZEPPELIN.****AMERICAN YOUTH OF 17.**

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Oct. 29th. The giant German dirigible, the Graf Zeppelin, which left the naval aerodrome at Lakehurst, New Jersey at two o'clock this morning, passed out to sea ninety miles south of Cape Sable, the most southerly point of Nova Scotia at 10.15 a.m.

The course thus taken would indicate that her Chief Navigating Officer intends to follow the northerly course.

The Zeppelin will thus benefit by favourable winds and is expected to accomplish the return journey to Europe in much better time than on the outward trip.

Four hours after the Zeppelin took off at Lakehurst, members of the crew discovered a seventeen-year-old American youth, who had stowed away on board. This adventurer is believed to be a golf caddy.

**"THE GHOST OF BANQUO."****MASSACHUSETTS TO FACE THE RECKONING.****SACCO AND VANZETTI DISCLOSURES.**

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Oct. 30th. In the course of an outspoken leading article entitled "The Ghost of Banquo," the *World*, commenting on the *Outlook's* statements to the effect that Sacco and Vanzetti were innocent of the crimes for which they were executed, says:

"The evidence set forth establishes an overwhelming presumption that Vanzetti had nothing to do with the Bridgewater case, the implications of which are terrific, for if Vanzetti was not guilty in the Bridgewater case, then the theory on which he was tried in the South Braintree case lapses and the reasons for the refusal of clemency at a time when the people of the civilised world were protesting against the execution seem utterly inadequate."

The journal adds: "This celebrated case rises from the grave to haunt all connected therewith. The commonwealth of Massachusetts now faces the reckoning. It can no more ignore these findings than it can ignore the Day of Judgment."

**AMERICAN PUBLISHER ATTACKED.****HOUSE BOMBED BY NIGHT.**

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Oct. 29th. Enemies of Mr. R. C. Hoyle, the well-known American publisher, threw a bomb into his home at Mansfield, Ohio, in the early hours of this morning, the verandah being torn away and a window shattered and blown out by the explosion.

The family were asleep at the time and nobody was hurt. The miscreants escaped, though the police are carrying out vigorous investigation.

**LABOUR WINS A SEAT.****BYE-ELECTION AT ASHTON-UNDER-LYNE.**

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 29th. Labour has triumphed in the bye-election at Ashton-under-Lyne at the expense of the Conservatives. The election was caused by the disqualification of the Conservative member, Mr. C. W. J. Homan, owing to his bankruptcy. The polling resulted as follows:

Mr. A. Bellamy (Lab.) ..... 9,567  
Mr. G. C. Touche (Con.) ..... 7,161  
Mr. W. G. Greenwood (Lib.) ..... 6,874

Labour majority ..... 2,406. At the last General Election there was also a three-cornered fight, the result being—Mr. Homan (Con.), 8,971; Mr. C. L. E. Malone (Lab.), 7,451; Mr. H. T. Greenwood (Lib.), 6,292.

**PRINCE OF WALES'S PROGRESS.****CHEERING CROWDS OF NATIVES.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 29th. H.R.H. the Prince of Wales is now returning to Kenya Colony from Uganda.

He passed through Kampala, the native capital of Uganda, this morning. Thousands of natives lined the route and cheered his Royal Highness.

At Jinja, there was a great gathering of Chiefs and notables to bid him farewell.

**"SECOND LANDRU" DIES.****HUNGER STRIKE IN PRISON.****GHASTLY MARSEILLES CRIMES.**

[THROUGH REUTER'S AGENCY.]

MARSEILLES, Oct. 30th. Pierre Rey, known as "Landru the second," who has been on hunger strike, for his arrest, has died in prison.

The first development in this ghastly Marseilles villa crime took place on June 28th, when the Chief of the Algiers Police announced that he had arrested a man answering the description of Jerome Prat, the man "wanted" by the French Police in connection with the murders.

The Chief of the Algiers Police advised the Marseilles Police that the man he had detained was described as Pierre Rey, alias Jerome Prat, or Jerome Galliard.

Terrible Crimes. Sixty years of age, Jerome Prat disappeared from the villa on June 15th, after neighbours' attention had been attracted by the screams of a woman, who subsequently was found strangled in one of the rooms.

He left in a motor-car and was carrying a sack in which it is believed was the body of yet another woman victim of his dreadful crimes.

The case was described as a new "Landru" case, the Police suspecting that other women had been murdered in addition to those whose bodies had been found.

**SOVIET PLUNDER FROM MUSEUM.****STOLEN PROPERTY FOR SALE.****RUSSIAN PRINCE'S PROTEST.**

[THROUGH REUTER'S AGENCY.]

BERLIN, Oct. 30th. The Russian emigre, Prince Alexander Cotromonitz, has applied to the courts for an injunction to prevent a firm of auctioneers selling a valuable portrait and a medicine chest among the objects *d'art* from Russian museums, which the Soviet has ordered to be sold in Berlin.

The Prince declares that the articles were illegally taken from his palace in Petrograd. Other Russian emigres are similarly protesting against the sale of stolen property by the Bolsheviks.

**TROTSKY GROUP ATTACKED.****PERNICIOUS TEACHINGS IN RED ARMY.****CAMPAIGN BY STALIN PARTY.**

[THROUGH REUTER'S AGENCY.]

RIGA, Oct. 29th. The Stalin party has now embarked on a general campaign to clear out the Opposition entirely from all branches of the Communist Party, and the Control Commission at Leningrad, which recently began a careful and rigorous examination of all Party officials, has censured thirty Leningrad officials, and expelled for a second time five leading members of the Party, who were recently readmitted as penitent Trotskyists.

It is also notable that the Red Army Communists in conference at Moscow passed a resolution today urging the adoption of extraordinary precautions in view of the alleged "pernicious teachings in the Red Army of adherents of M. Trotsky."

**GERMAN LOCK-OUT AVOIDED.****WAGES DISPUTE SETTLED.**

[THROUGH REUTER'S AGENCY.]

COLOGNE, Oct. 29th. The threat of the Rhineland and Westphalian mill-owners to lock-out 100,000 textile workers failing a settlement of the Muenchengladbach wages dispute, has had the desired effect, and the lock-out has been obviated.

The warning was given on the 12th, to take effect on Saturday, and the workers left it to the last minute before submitting.

**CAPABLANCA WINS AT BERLIN.**

[THROUGH REUTER'S AGENCY.]

BERLIN, Oct. 29th. The International Chess Tournament concluded in Berlin to-day, and resulted in the first prize going to Capablanca, with a record of 8½ points. Niemzowitch with 7 points gained second place.

It is notable, however, that Alekhine was not a competitor.

**RIVALS CLOSING SPEECHES.****STRUGGLE IN NEW YORK STATE.****HOOVER A CERTAINTY?**

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Oct. 30th. "Only a political miracle" say the experts "can encompass the defeat of Hoover," who is still a strong favourite on the eve of the Presidential election. Meanwhile both candidates are fighting hard, and the Democrats are in nowise downhearted. They are concentrating especially on New York State, Al Smith's own state, which is a pivotal state wielding forty-five electoral votes—the largest single bloc in the Union.

This state is likely to see the closest contest of all, everything depending on whether Smith's majority in New York City will be sufficient to set off the Republican strength of the rest of the state. On November 1st Mr. Hoover crosses the continent to his home at Palmdale, California, and will deliver four speeches en route. Governor Smith has delivered at Baltimore the first of his four final speeches in the east. He scathingly denounced the Anti-Saloon League, the Ku Klux Klan and the Republican attitude to prohibition.

Passive Resistance in Samoa. Natives refuse to pay taxes. Banished European's influence. [THROUGH REUTER'S AGENCY.]

GENEVA, Oct. 29th. Unusual interest attaches to the examination by the Mandates Commission of the New Zealand Government's report on the administration of Western Samoa, which New Zealand holds under a mandate from the League of Nations, owing to the serious troubles among the natives. The report details the administration for the year ended March 30th, 1928, during which the outbreaks occurred.

Sir James Parr, the New Zealand High Commissioner in London was present assisting the Administrator, General Sir George Richardson.

Sir George, in reply to questions by the Commission explained that the so-called "Citizens' Committee" still existed in the islands secretly, and evidence had been obtained that it was still in touch with the European agitator, Nelson, who was banished from Samoa by the Administrator's order.

The "Citizens' Committee" still contributed to the dissatisfaction of the natives, by spreading false news.

Sir James Parr told the Commission that the situation has considerably improved during the last six months. The order maintaining the curfew had been obeyed, but the administration had had to deal with a kind of passive resistance in the form of a refusal to pay taxes. He added that the Mandatory Power was going to the limits of its patience before resorting to stronger measures.

Obituary. Sir Lewis Michell, Adviser to Cecil Rhodes. [BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 29th. The death is announced from Capetown of Sir Lewis Michell, C.V.O., one of South Africa's Old Men, who was Confidential Financial Adviser to Cecil Rhodes. He was 60 years of age.

Sir Lewis Michell was a Director of the British South Africa Company and for many years was General Manager of the Standard Bank of South Africa. He began his career as a junior clerk in a bank near Plymouth.

He held office, without portfolio, in the Jameson Cabinet, and was also a member of the National Convention which led to the Union of South Africa.

German Labour Troubles. Big lockouts threatened. [THROUGH REUTER'S AGENCY.]

BERLIN, Oct. 16th. Germany's labour situation is growing worse day by day, following the decision of the Rhinish iron industrialists to establish a lockout which involves 200,000 workers.

The Rhinish textile industrialists have likewise decided on a lockout against 150,000 workers, which is to become effective on October 27th.

It has been suggested that a complete lockout in the German textile industry may take place, which would cause unprecedented hardships and expense to the country.

**SYDNEY TO LONDON AND BACK.****AUSTRALIAN AVIATORS VENTURE.****SISTER PLANE TO LINDBERGH'S.**

[THROUGH REUTER'S AGENCY.]

SYDNEY, Oct. 30th. Captain Frank Hurley, accompanied by Flying Officer Moir, started at 4.38 this morning on a flight from Sydney to London and back, a distance of approximately 23,000 miles.

The machine they are using is a monoplane, the "Spirit of Australia," a sister-plane of the "Spirit of St. Louis" in which the famous American aviator, Col. Lindbergh, flew the Atlantic.

The aviators plan to fly by stages of 1,600 miles, and it is hoped that they will reach London in twelve days.

The plane can remain in the air for forty hours, giving it a range of something like 4,000 miles. To cover the cost of the venture, £10,000 was raised by public subscription in Australia.

The aviators propose to follow the route of Sir Alan Cobham. They will touch at Singapore, Calcutta, probably Bagdad, and most of the capitals of Europe.

**"THE SPORT OF KINGS."****IAN HAY AT HIS BEST.****RACE-COURSE ATMOSPHERE AND ITS APPEAL.**

Rehearsals and general preparations for the Hong Kong Amateur Dramatic Club's opening production "The Sport of Kings," are proceeding apace, and there is every indication of the earlier anticipations of success being more than realized.

With the advent of crook plays and the absorption of Transatlantic humour, the farce, as understood a decade ago, has made less and less appeal every time it has made its appearance before present-day audiences, and it would indeed be a very daring theatrical manager who to-day, would take the financial risk of presenting such past successes as "Charley's Aunt," "The Private Secretary" and half a score of old-time favourites, we could mention, to the modern public.

And so, with perhaps the exception of Oscar Wilde's "classic farce," "The Importance of Being Earnest," the rollicking type of play has fallen somewhat into disfavour. A tremendous pity perhaps, but the situation had to be faced by managers and play-wrights alike, and the theatre going public catered for according to their mood of the moment.

It is not however, to be admitted that farce, in its complete sense of the word, is absolutely dead—a sense of the ridiculous will, we trust, always remain with us; but a revision was necessary.

The modern school of humourists were therefore looked to, and the required vein found in Ian Hay, the wealth of whose keen wit had reached the far-flung English speaking races through his novels.

**Clever Humorous Dialogue.**

In "The Sport of Kings," the author has combined his well-tried ability as a novelist with a natural gift for stage-construction, with the result that farce though it be, the play has been built up from prologue to climax with a care for ever-increasing interest and a regard for detail usually only found in works of a more serious and dramatic kind. There is a constant flow of clever, humorous dialogue, which never flags for a moment and the meriment resulting from the abounding situations is of a kind to banish dull care.

The author has been happy in his choice of a theme and the atmosphere is charged and recharged with the instinctive appeal that horseflesh, open-air and jolly crowds, make in the hearts of all.

As already intimated the A.D.C. has gathered together an extremely capable caste for the occasion and all appear admirably suited to their respective parts.

**First Performance November 16th.**

The play will be presented at the Theatre Royal, on Friday 16th, Tuesday 20th and Saturday 24th November; and at the Star Theatre, Kowloon, on Thursday, November 22nd the curtain rising at 8.15 each evening. There is a short prologue to the play, and as the interest begins with this scene, it is hoped audiences will make an earnest endeavour to be in their seats on time.

Booking opens at Anderson's Music Store on the morning of Thursday 1st November and the public will be well advised to secure their tickets early.

**DEVELOPING CIVIL AVIATION.****COMPANY FORMED IN BRITAIN.****CHAIN OF AERODROMES.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 29th. A private company is in process of formation, with Capt. Frederick Guest, who was Secretary of State for Air in 1921-22, as its Chairman, to develop civil aviation under unified management.

Such developments as private charters to feed the Imperial air lines, the institution of a network of aerodromes all over the country, the provision of flying instruction, and facilities for garaging privately-owned aircraft will be fostered by the Company. Very careful consideration has been given to the scheme, which is stated to have the cordial co-operation of the Air Ministry.

**Country Clubs.**

The Directors propose to hire or purchase and equip at least 22 up-to-date aerodromes in suitable localities, and to establish ultimately about 100 less elaborate landing grounds between the main aerodromes. At the more important centres, a small fleet of aircraft and a staff of pilots will be maintained to give flying instruction.

Already the principal aerodromes near London have been secured, and this will be developed first and provided with a Country Club to attract visiting pilots. Similar facilities will be provided at other aerodromes as the traffic develops and membership grows.

**Temporary Subsidy.**

In its earlier years, the Company will ask assistance from the Air Ministry on similar lines to that now given to Light Aeroplane Clubs. It is understood that they will be willing to forego such assistance immediately a very modest percentage of profit on their undertaking is exceeded.

It is claimed by the Company that its primary object is to foster the development of civil aviation. The Chairman will be unpaid.

**TAMPERING WITH ELECTRIC METER.****SERIOUS WARNING TO PUBLIC.**

A Chinese was charged before Mr. W. Schofield at the Kowloon Magistrate's yesterday morning with breaking or damaging an electric meter, the property of the China Light & Power Company.

Mr. G. R. Murray, who prosecuted on behalf of the Company, said that as recently as June several consumers were charged with stealing electricity and any tampering with meters must be regarded as a very serious offence.

His Worship: There is no question of stealing electricity in this case.

Mr. Murray remarked that any defect in the meters was always repaired immediately if a complaint was made, free of charge. It was however most dangerous for inexperienced persons to touch the meters and cases of men being electrocuted while doing so had been recorded. Taking away the seal allowed easy removal of the cover and exposure of mechanism carrying 200 volts which might easily prove a fatal shock.

The mechanism contained, incidentally, the bridge which could be adjusted to register less current than was actually consumed.

The defendant said that there was a defect in the wiring and he removed the seal to put it right.

The master of the shop said that last Saturday morning the lights failed and he asked defendant, who was a customer, to put things right. His Worship convicted, and on being told that defendant was formerly employed by the Company said that he should have known better than to have interfered with the meter. He would be fined \$25 with the alternative of one month's hard labour.

**NEW GERMAN FLYING BOAT.****LATEST TYPES OF AIRCRAFT TRIED OUT.**

BERLIN, Oct. 29th. Tests of the Travemunde "Rostra," the latest type of flying boat, have been started by the Rohrbach Airplane works and have been encouraging thus far.

Providing the tests are completed in satisfactory fashion, it is planned to start service in mid-November from Vigo, on the west coast of Spain, to Halifax by way of the Azores and Bermuda.

The new Rostra ship has a cruising radius of 2



# FIRST PAST THE POST! IN THE RACE OF LAUGHTER!!!

## "THE SPORT OF KINGS"

BY  
IAN HAY

THEATRE ROYAL: NOV. 16th, 20th and 24th.

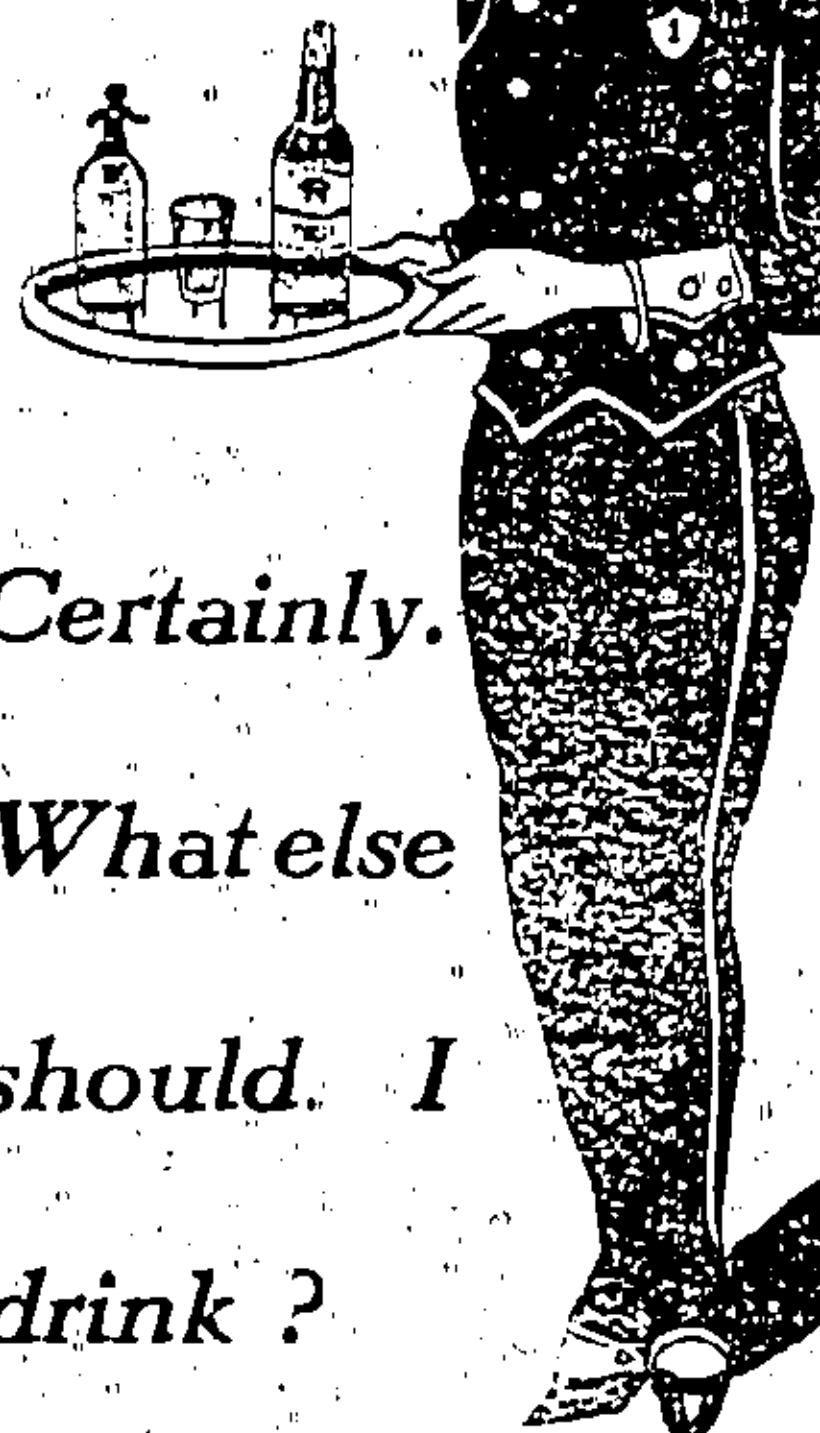
STAR THEATRE: NOV. 22nd.

BOOKING AT ANDERSON'S.

BE IN TIME!!!

## MARCHANT'S

SIR?



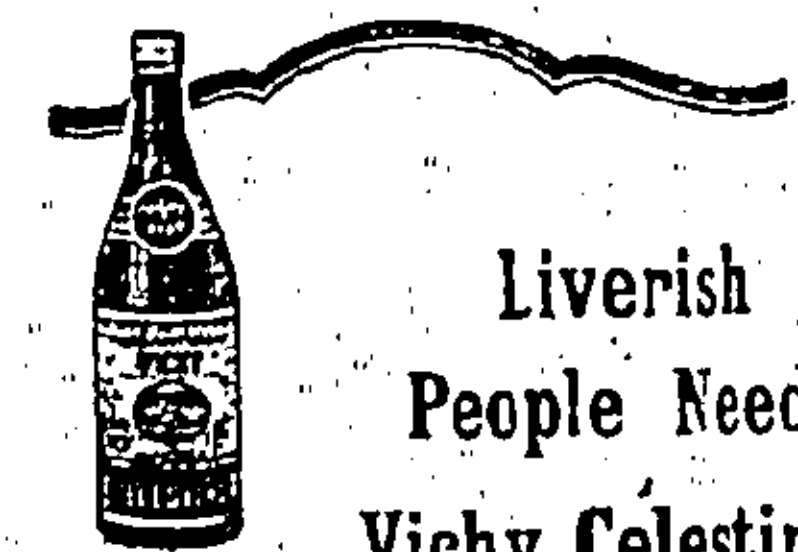
Certainly.

What else

should I

drink?

## MARCHANT'S Gold Label Whisky.



Liverish  
People Need  
Vichy Celestins

VICHY-CELESTINS is a natural  
orderly which helps the liver  
to function normally. Its gently  
stimulating effect is welcomed in all  
cases of sluggishness. It clears the  
blood-stream from all impurities.

Vichy-Celestins is very pleasant to  
the taste, and may be taken at meals  
either alone or mixed with light wines  
or spirits.

The French Natural Mineral Water.

VICHY-CELESTINS

Obtainable at all Hotels, Clubs,  
Chemists and Stores,  
or from the

Sole Agents:

The French Store  
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ON SALE.

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PORTS OF THE MEETING  
OF THE LEGISLATIVE COUNCIL  
for the Session 1927.

Revised by Members.

PRICE ... .. \$5.

HONG KONG DAILY PRESS OFFICE.

## "CAN WE SET THE WORLD IN ORDER?"

INSPIRING ADDRESS FROM MAUDE ROYDEN.

"AN AGE OF AMIABLE INCOMPETENCE."

## LAWS OF THE UNIVERSE WHICH MUST BE UNDERSTOOD.

The first public lecture given in Hong Kong by Miss Maude Royden yesterday in the Theatre Royal was attended by a very large number of people, and the audience was deeply impressed by the inspiration and commonsense of her address.

To the question "Can we set the world in order?" she gave the answer in no compromising terms that "we could if we would study the laws which govern the spiritual world, as scientists have studied those of nature, and obey them."

The Dean of Hong Kong, who was in the chair, referred to the address as "one and a half hours of tremendous truth, sanity and good sense."

On the platform were representatives of nearly all the Protestant Churches of Hong Kong.

After the address Miss Royden answered questions put to her by the audience with reference to what she had said.

### The Post War Problem.

Miss Maude Royden having begun by inviting questions at the end of her address said that since the War the almost universal answer to the question "Can we set the world in order?" had been "No." We had in the West made a tremendous effort to do so at the cost of millions of lives, and after victory the statesmen of the world had met together at Versailles in an attempt to rebuild the world.

Those statesmen gave a superb exhibition of helplessness. The business of setting the modern world in order was a great because every country could live alone. Every political move, every fluctuation of trade in each country, affected other countries at the other end of the world. To try to reconstruct such a world was an almost impossible task. No statesman at Versailles means to do wrong but they failed because the task was so enormous and their necessary ignorance so great. The human brain is not big enough to know all the problems of all people, and in despair each politician tried to get the best for his own country.

China, a vast country of 400 million people with an old civilization, had broken up and it was not surprising that individuals in trying to remake it had fallen back on trying to get something for themselves since the problem appeared so vast and so tangled.

### The Lesson Of The Brontosaurus.

Our descendants would look back on this age as politically one of amiable incompetence, but as a time of stupendous power over natural science. Floods, typhoons, earthquakes and drought have been faced in a spirit of faith and truly majestic power. The attitude not only of scientists but of the ordinary man towards these problems is amazing. People were formerly content to try to adapt themselves to nature to the part of the world in which they lived, but they were now arriving at mastery of nature. Races of men or animals had, as a whole, gone forward in proportion to the courage and energy with which they adapted themselves to nature and those such as the brontosaurus which had said "I can't change, what was good enough for grandfather is good enough for me," had, when some climatic change came, died out. Only in the last 100 years had man taken an enormous step forward in determining to adapt the world to himself.

### The Panama Canal.

The Panama Canal was an example. Man's endeavour to link up the world had failed at first because White men could not live on the Isthmus of Panama on account of yellow fever. The natives from ages of residence had become immune, but White men could not wait to adapt themselves. He adapted nature by discovering the origin of the fever in the mosquito and treating the land that the peril was made almost negligible.

At Niagara, the speaker said, she had entered a power house where five men were controlling 70 thousand horse power. They had the whole power of Niagara in their hands and were giants indeed. The colonists of Australia were not content to suffer drought or adapt themselves to it, they had conquered it by irrigation, afforestation and reservation of water. The triumphant attitude in which the modern scientist faced these problems of natural forces was summed up in the words of Professor Turner "some day we shall find out how to use the power of an earthquake."

### The "Barren Rock."

The barren rock of Hong Kong had been made a great port and one of the beauty spots of the world and modern knowledge had made even the typhoon which used to take such a toll of lives no longer a terror.

This world of nature which we had not created and for which we were not responsible had been made subject to our power but our human problems which we had made and for which we were responsible left us helpless. The contrast between the attitude of the scientist and that of the politician and industrial reformer was staggering.

### "The Inscrutable Will Of God."

Some preachers took up an attitude towards these problems which amounted to saying "If God had meant there to be a Panama Canal He would have made one, if you impiously made one against His will He will punish you by giving you yellow fever and you will die. Let us bow to the inscrutable will of God."

### The Laws Of The Universe.

The scientist was like the prophet Ezekiel who heard the voice of God saying, "Son of man, stand upon thy feet and I will speak with thee."

The laws which governed our spiritual needs were no more to be broken than the laws of nature. If a man jumped over a precipice he did not break the law of gravitation, he illustrated it and broke himself against it. Even if he were a very good man who went to church twice on a Sunday the result would be the same. The laws of nature were unbreakable.

The scientist was dealing with something that he could trust, it was more useful to know that natural laws are unbreakable than to believe in a God who would upset His laws for the sake of a just man. All the scientist's power over floods would be gone if he were not absolutely certain that water would always seek its own level. Whatever he was able to do with water to make it serve him depended on the reluctance of nature, which was not turned aside for either the good man or the bad.

### The Commandments And The Beatitudes.

The ten commandments were arbitrary laws. They said obey or you will be punished, but the laws of the Sermon on the Mount were scientific laws which said "if you disregard these laws you will break yourself." You might as well say you did not like the laws of gravitation as to say you did not like the beatitudes. "That was Christ's attitude," he said. "If any can hear these sayings and doeth them not, he is like a man who buildeth his house on the sand." He did not say that to build a house on the sand was wicked but that a man was a fool to do so. He does not say, "if you break these laws you will be punished." You cannot break them, but He says, that if you disregard them you will be broken.

No generation in the world's history should so well understand this as the scientific generation of to-day. Nature was not angry if you looked for an escape of gas with a lighted match, but the effect was disastrous for the foolish person who had disregarded the laws. In international and national affairs we sometimes disregarded the laws of God, but we could not break them. If anyone were to say "because we have won a war we can make water run up hill" we should call him demented, he said "because we have won a war we will starve and punish our enemies and enjoy prosperity ourselves." We are all members one of another, and one nation cannot be prosperous if another starve.

### The Garden Of Eden.

The comparison between the Old and New Testaments showed that Christ was teaching this lesson of the unbreakable law. If His parable of the house built on the sand had been written in the same spirit as the story of the garden of Eden it would read, that sand was sacred to God, and if a man built on it God would punish him. Christ would have said of the Eden story: "That tree is poisonous, if you eat it you will die." Christ appealed to us not as childish or savages but as understanding people. His plea was always for understanding. How is it you do not understand?

(Continued on next column.)

## GOLF.

SHEK O CLUB.

On Sunday, the 25th October, the Annual Golf Championship was played off by 30 competitors. The following were the best cards for the 36 holes played:—

|                   |     |
|-------------------|-----|
| A. B. Stewart     | 148 |
| A. H. Ferguson    | 155 |
| G. Murray         | 160 |
| Commodore Pearson | 164 |
| Richard Hancock   | 164 |
| F. S. Harrison    | 165 |
| R. E. Green-Smith | 168 |
| J. S. McEachran   | 168 |
| Eric Grimble      | 170 |

### TENNIS EVENT.

Eight couples also entered for a tennis tournament and after some very close matches the winners were:—  
Mrs. Green-Smith and Mr. R. Gordon with 31 games.  
Miss Hancock and Mr. H. Owen Hughes with 30 games.

## M.C.C. TOUR.

### A HIGH SCORING MATCH. FIVE CENTURIES.

[THROUGH REUTER'S AGENCY.]

ADELAIDE, Oct. 30th.  
The match between the M.C.C. touring side and South Australia was left drawn after very heavy scoring on both sides. In all 1,338 runs were scored for the loss of 94 wickets. Five centuries were scored, three by the visitors and two by the Australians.

M.C.C. 538 (Hammon 145, Chapman 145, Grimmett 6 for 100) and 341 for 4 wickets (Leyland 114).  
South Australia 524 (Richardson 231, Pritchard 110, Freeman 5 for 150).

## HOCKEY.

CLUB DE RECREIO ROYAL  
AIR FORCE.

To-day, at 3.15 p.m. at King's Park, Kowloon.  
Club de Recreio:—F. Barros; P. N. da Silva, R. Roberts; A. A. R. Botelho, L. A. Carvalho, R. C. Reed; H. A. Alves, C. Rosa Pereira, A. P. Eca da Silva, D. F. Lopes, H. A. Botelho.

stand, "Are we also without understanding." He asked us to find out the laws of life, the simple underlying principles of the spiritual laws. It was no good trying to change the mind of God, we must devote all our time to understanding it. That we should be master of the spiritual powers was far more important than that we should master the powers of nature. We needed to command spiritual energies if we were to do our work in order before the scientists, armed with such powers as might destroy us. If we could understand and apply the spiritual laws we could substitute for this age of amiable incompetence and misery the reign of peace and understanding.

### "What Is Wrong With The World?"

A member of the audience asked Miss Royden "What is wrong with the world?" She replied that the world was full of enough spiritual energy to make it a Garden of Eden next week if we knew how to use it. The unspeakable wickedness of the war had been an outcome of the misuse of the force of love of country. The only way in which we could learn how to use these forces for good was expensive. If a so-called spiritual law would not work all over the world it was not a law—if Christianity would not work everywhere it was not one of God's laws. At present all these enormous forces were a "toss up," like gas which could either lighten your life and work or blow you up if you used it wrongly, only we knew the laws of gas and understood them, whereas we had not tried to learn the spiritual laws.

### The Meek.

A second questioner asked whether Miss Royden could point to any "meek" people who had inherited the earth.

She replied Christ allowed Himself to be broken, scourged and crucified, because He knew that nothing moved the human heart like death. He could have escaped. He had a matchless power over the crowd and was a popular orator, but He knew that the time had come to give the utmost expression of self sacrifice—meekness—and did He not inherit the death? The word "meek" was wrongly understood. Meekness meant having power and refusing to use it; it was no use trying to have the Christian graces without the foundation of the old pagan virtues of courage and honour.

### Prayer.

To a question as to the use of prayer the speaker said that prayer was one of the gigantic spiritual forces which we did not know how to use. We needed to find out its laws and use them. It was childish to try to change the mind of God, but prayer could help us to understand and make use of God's laws.

## MACAO RACES.

MACAO FAIR GYMKHANA MEETING.

THE HANDICAPS REVIEWED.

[By EARLY BIRD.]

With a very satisfactory entry of 50 ponies for the next meeting of the Macao Race Club, which is to take place at Macao on Sunday, November 4th, I have no doubt we shall see some very interesting racing. Quite a ready response has been met with from Hong Kong where despite the fact that the Hong Kong Jockey Club have a meeting which is advertised to take place on the 10th of the month, local owners have combined to show in a convincing manner their readiness to support the neighbouring club by sending over thirty-four ponies for the meeting.

In compiling their programme the race committee have exercised rare skill and judgment in selecting events which are all in favour of those candidates who by their performances have well and truly justified their inclusion in the class of "also rans."

The present judicious method of penalties and allowances together with the change from sprint to distance events shows the presence of a master mind amongst the compilation committee, for every body will agree that the only possible way in which inferior ponies will ever bring a return for their upkeep, will be by a contest of elimination.

### The Handicaps.

In view of this fact it is rather a pity to see that the handicapper has allowed two winners of this season to remain amongst the entrants.

In the Jordan Handicap at the last Hong Kong Jockey Club Meeting at Happy Valley, Siang River carrying 100 lbs. in running a good second to a race of spades, beat Duke of Seaburg, Viceroy, Nara Stag, Grey Knight, Northern Stag and Skipper. All with the exception of Grey Knight have won races during the current season. The race was won in 1.37.3-5 and as Siang River was only beat by 14 lengths I certainly think this performance should have kept him in "C" Class. I confess he failed to materialize at the last Macao Meeting when was no fault of this particular race was about the most feeble attempt I have witnessed for many a day.

Cliswater, a winner this year, also included in the "D" Class Handicap beat amongst others, Zircon, Duke of Nersling, May, Isostacy, and Valor all superior ponies if their handicaps are taken into consideration. Very well then, why was he allowed to start in "D" Class when he could have been carrying 13 less weight for inches in "C" Class? The answer will probably be that Dr. Wong, a novice will be riding him. But suppose Dr. Wong does not have the mount and he is ridden by an experienced jockey? What will happen then? As Lord Asquith would have said, "Wait and see."

It will be very interesting to see the result of the Consolation Plate where with a system of penalties and allowances "A," "B," "C" and "D" Class ponies will be brought together by the Handicapper in an endeavour to equalize the chances of inferior ponies, when compared to better class performers.

The innovation at this particular meeting I have no doubt, will meet with success, principally owing to the inferiority of the "A" Class Handicap contenders which to my mind include only three good ponies. Five new ponies have been entered for the "A" Class event but as they have not undergone any training for the meeting we can leave them out of the picture. The other four should, according to their disappointing performances of late, be relegated to another class, which means, after all, it should not be a hard matter for the Handicapper to bring candidates from each division and with a careful exercise of imposts and allowances present a race which should provide a degree of uncertainty to backers in their efforts to spot a likely winner.

I have been informed that the a.s. Lunghua will be on the Macao run on Saturday morning leaving Hong Kong at 11 a.m. for Macao. She will be returning at 3.30 p.m. This will give visitors plenty of time to visit the fair on Saturday and a stay over for the races on the following day.

## LAWN BOWLS.

SINGLES AND SPEY CUP FINALS.

Lawn bowls activities during the season will close on Saturday with the playing of the finals in the Open Singles and Spey Royal Cup matches on the Kowloon Bowling Green Club ground.

The matches are due to start at 3 o'clock in the afternoon. Prizes won in both competitions will be distributed at the close. Finalists in the Spey Cup competition are Craigenower and Civil Service. Mr. Ferguson (Taikoo R.C.) meets Mr. A. R. Clark (Police R.C.) in the Colony's Open Singles Championship.

## LOCAL FOOTBALL.

MATCHES FOR TO-DAY.

DIVISION I.

K.O.S.B.'s v. Navy at Sookunpoo. Referee: Capt. Austin, M.C. M.M., R. Arty.

### MID-WEEK LEAGUE.

P.W.D. Chinese v. South China at Chinese ground Happy Valley. Referee: Mr. Lawrence.

Lam Long Wan v. Hung Kui School at St. Joseph's ground Happy Valley. Referee: L/Cpl. Greive. Chinese Athletic v. Ewo Chinese at Club ground Happy Valley. Referee: Sergt. Toms, A. Arty.

The Navy will have to improve considerably on last Saturday's Lai Wah Cup form if they are to take any points for their league match with the K.O.S.B.'s to-day at Sookunpoo.

The Borderers are a real live team, and their forwards have the ability to score goals. Stock seemed to have no difficulty in working through the Naval defence on Saturday and this player will be a tower of strength to the soldiers' forward line. I think we can safely say that the Borderers will win if they play as they did in the latter period of the game with the Queen's two weeks back.

Chinese Athletic and Ewo Chinese have the use of the Club ground at the Valley for their league match and a good game should be witnessed, with the Athletic taking two points as the bet of two good teams.

The P.W.D. and South China meet on the Chinese ground at the Valley. This looks a good thing for South China, who have not yet lost a match.

St. Joseph's ground will be the scene of action between the Hung Kui School and Lam Long Wan. This is likely to end in a drawn game.

### CHARITY FOOTBALL MATCHES.

DATES AND DRAW FOR "HERALD" CUP.

H.K.F.A. COUNCIL PROCEEDINGS.

The monthly meeting of the Council of the Hong Kong Football Association was held yesterday afternoon at the Chaplain's Hut, Sandal Point, when the chief master of public interest was the draw for the Sunday Herald Charity Cup competition and the dates on which the matches will be played. Another interesting announcement which emerged at the meeting was that on Poppy Day (November 12th) a charity match will be played between the Services and the "Rest."

Mr. R. Hall presided at the meeting.

Charity Cup Draw And Dates. Dates for the playing of the Sunday Herald Charity Cup matches and the draw were:—

December 25th, China v. England.  
December 26th, Portugal v. Scotland.

It was decided to leave the date for the final match to be arranged later. A proposal was also adopted to approach the Hong Kong Football Club for the loan of their ground for the preliminary matches.

Poppy Day Match. The Secretary (Mr. W. E. Holland) announced that the Army and Navy had written stating that they were able to get together a combined team to play against the "Rest" or the Civilians, also that the K.O.S.B. Band will be present at the match by kind permission.

A discussion on the composition of the Civilian team ensued and a committee was appointed to select the eleven at a meeting to be held at the Secretary's office to-morrow afternoon.

Mr. Ip's Football Manual. A letter was read from Mr. Ip Kan Ko forwarding a handbook on football of which he was the author and which he hoped would make the game better known among the Chinese.

The Chairman said that Mr. Ip's effort was extremely gratifying, and the Secretary was asked to write thanking him for the time he had devoted to the subject and the enthusiasm he has shown in furthering football in the Colony.

Other Matters. Among other matters discussed was the playing of matches on Sundays. It was stated that the constitution of the Association did not permit of Sunday matches and the Association will not be in a position to interfere in any dispute which may arise at a match played on Sunday. It was decided to obtain legal advice on the interpretation of the rule.

A proposal was adopted to invite Mr. A. T. Hamilton on his return shortly to become a member of the Council.



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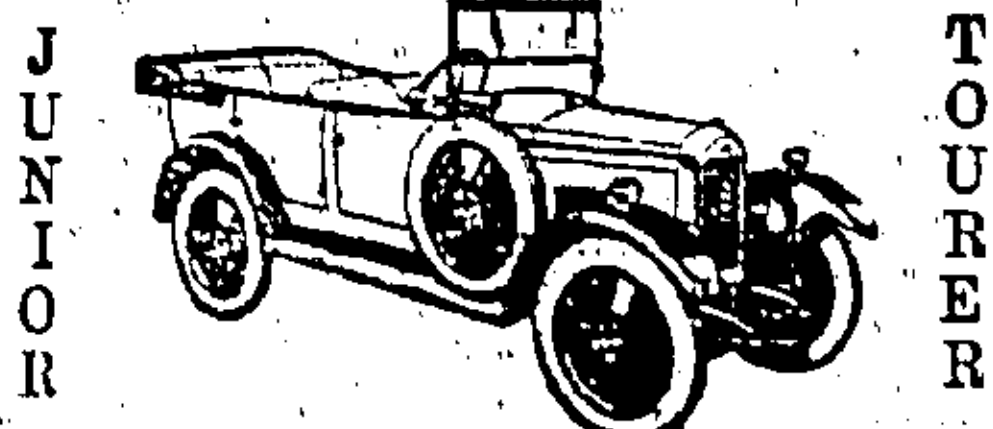
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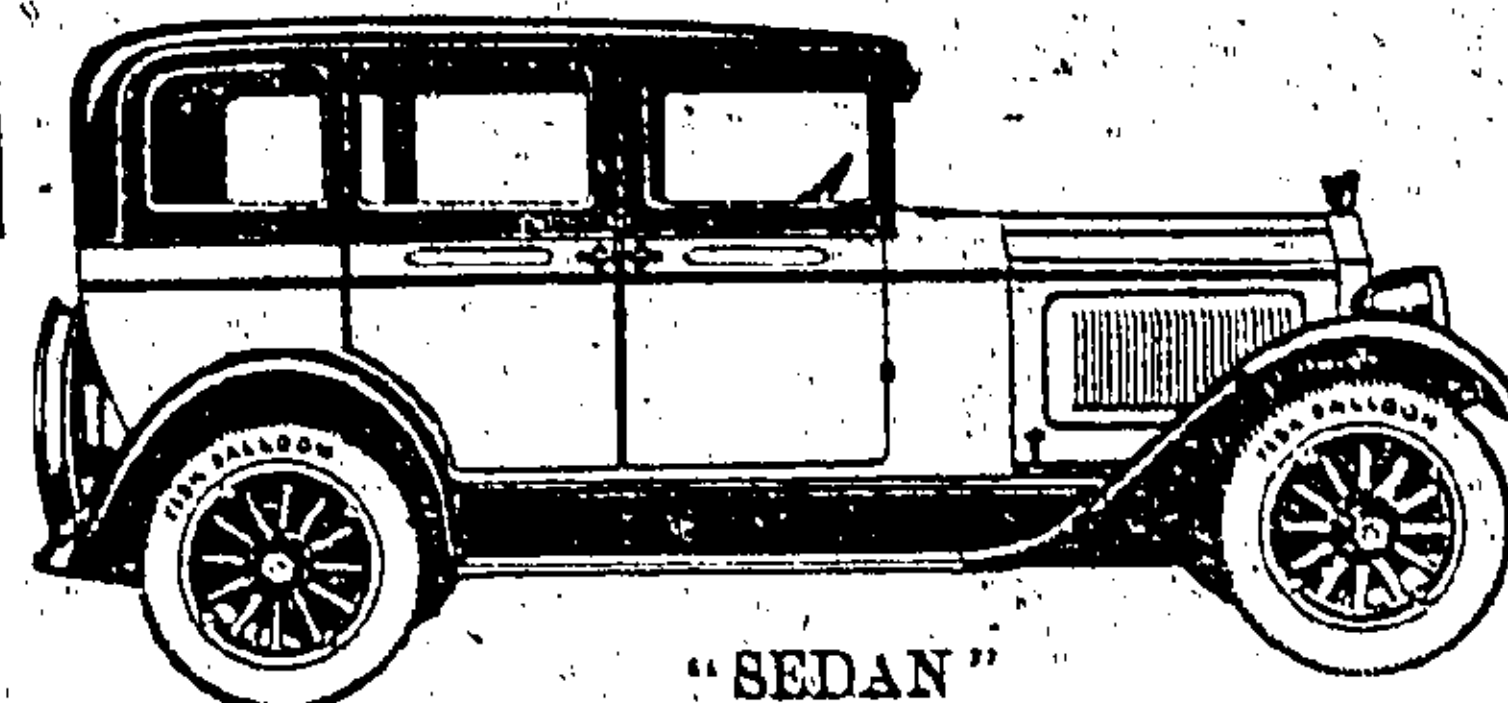
THE HONG KONG DAILY PRESS, WEDNESDAY, OCTOBER 31st, 1928.

# MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Notes of The Week—The Future of Olympia Motor Show—The "President Eights"—Jazz-Designed Cars—"Kwon Your Car."

**WILLYS-KNIGHT**  
STANDARD SIX



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## NOTES OF THE WEEK.

### Noises That Are Diminishing.

Nearly every part of the chassis of a motor vehicle can at some time in its existence constitute a source of noise. There are, of course, certain noises which cannot be reduced to any considerable extent, as, for instance, the whirr which occurs between the tyres and the road, but these are, in the main, not really objectionable or great in volume.

It is, however, often minor items which are the worst offenders, and, in many instances, it is the comparative silence of the modern power unit which has, as it were, exposed the guilt of such parts and rendered their silencing a matter of far greater importance than was formerly the case. For instance, the light rods, used for the control of such parts as the carburettor, ignition, etc., are frequent offenders.

There is sometimes a good deal of clatter from the valves and valve gears of engines, from the gears in the gearbox and from the rear-axle drive, and it is interesting, says *The Commercial Motor*, that with the growing demand for the suppression of street and traffic noises, close attention is now being paid by makers to the sources of

noises on motor vehicles with a view to their suppression.

### Restarting On A Hill.

Supposing you were brought to a standstill on a 1-in-6 gradient and had to restart without the aid of a hand brake or chocks under the wheels. How would you proceed? That is a question which not every driver could answer without pausing to consider and it is often a very pressing one in Hong Kong.

My own plan, says a writer in *The Light Car and Cycle-car*, is to engage first gear, keeping my right foot hard down on the brake, and then to open the hand throttle and slowly engage the clutch, easing the brake as the clutch begins to "bite."

This gives one a certain and safe restart, but calls for some dexterity, especially if the hand throttle will not open far enough to get the car properly under way. Those who are not quite sure of themselves would do better first to get a wheel hooked on, to let the car run very slowly backwards until a wheel, a bumper or the luggage grid can be lodged against a bank or kerb to ensure that the car will not make a headlong rush backwards when the restart is attempted.

### Motor-cycles Are Silent.

In his official report of the International Six Days Motor-cycle Trial, Professor A. M. Low, the chief technical observer remarks:—"It is highly satisfactory to be able

to report that exhaust silencers and their attachments have at last been treated seriously by motor-cycle manufacturers. There were many machines which had achieved so satisfactory a degree of silence that it was possible to stand next to the driver with an engine running and to converse without raising the voice. The modern motor-cycle is by no means the noisiest vehicle on the roads." This makes good reading. It shows that the Home Secretary's warning issued two years ago has been taken seriously, says *Motor Cycling*.

### Chummy Saloons.

There is quite a vogue just now for "occasional four-seater" saloon bodies on "quite big chassis." The idea, started with the provision of a small space intended for luggage, rugs and so forth, behind the seat of a coupé and has gained ground until now cars which are a cross between a saloon and a coupé are quite a common sight.

Such bodies on chassis vary, says *The Light Car and Cycle-car*, from the big 45 h.p. Renault to the smallest of light cars, whilst Major Segrave has given the idea his blessing by allowing his name to be attached to such a model produced by a well-known concern.

The indications are that these hybrid bodies, which leave room for a large luggage trunk behind, are likely to be seen in considerable numbers.

### Why Not Cellulose?

When will cellulose finishes come into wider use for interior fittings and external parts such as door handles, imitation landaulet irons and similar parts? If we are to believe what we are told by those who make and sell many cellulose lacquers, says *The Light Car and Cycle-car*, there are to-day plenty of these finishes which are substantially proof against cracking and scratching and which are not damaged by the heat of the sun or exposure to damp.

On many 1929 saloons there are a great deal too many polished wood mouldings and fittings which will get shabby before the cars have been on the road for long, whilst we all know how impossible it is to keep bright work looking well, unless, like the radiator, it is reasonably get-at-able. Such parts should be cellulosed, and this is a development to which manufacturers should pay attention.

### The Safe Sidecar.

Which is the most dangerous type of vehicle, the car or the motor-cycle and sidecar? It is commonly believed, of course, that there are far more accidents in connection with motor-cycle combinations than there are with cars, but figures go to show exactly the reverse, says *Motor Cycling*. In the course of a letter to the Press last week Comdr. F. P. Armstrong, secretary of the Royal Automobile Club, pointed out that during 1927 the proportion of fatal accidents to vehicles registered was 1 to 1,301 in the case of motor-cycle combinations and 1 to 579 in the case of cars. The respective figures in connection with non-fatal accidents were 1 to 33 and 1 to 21. As Commander Armstrong pointed out, accident statistics are necessarily of a rather hit-or-miss character, but, even so, the sidecar is clearly revealed as being practically twice as safe as the car.

## THE FUTURE OF OLYMPIA MOTOR SHOW.

### DIVERGENT VIEWS.

In recent years there has been evident at about this season a reactionary tendency in motor trade quarters in the matter of the annual Motor Show, remarks *The Motor*. This year it takes a form rather more acute than hitherto. There is a section of the trade which advocates the drastic course of entirely abolishing the Show after this year. Another, more moderately inclined, is in favour of a suspension of the exhibition for one year as an experiment; and there is, as there always has been, a party which is strongly prejudiced in favour of the continuance of the annual Show.

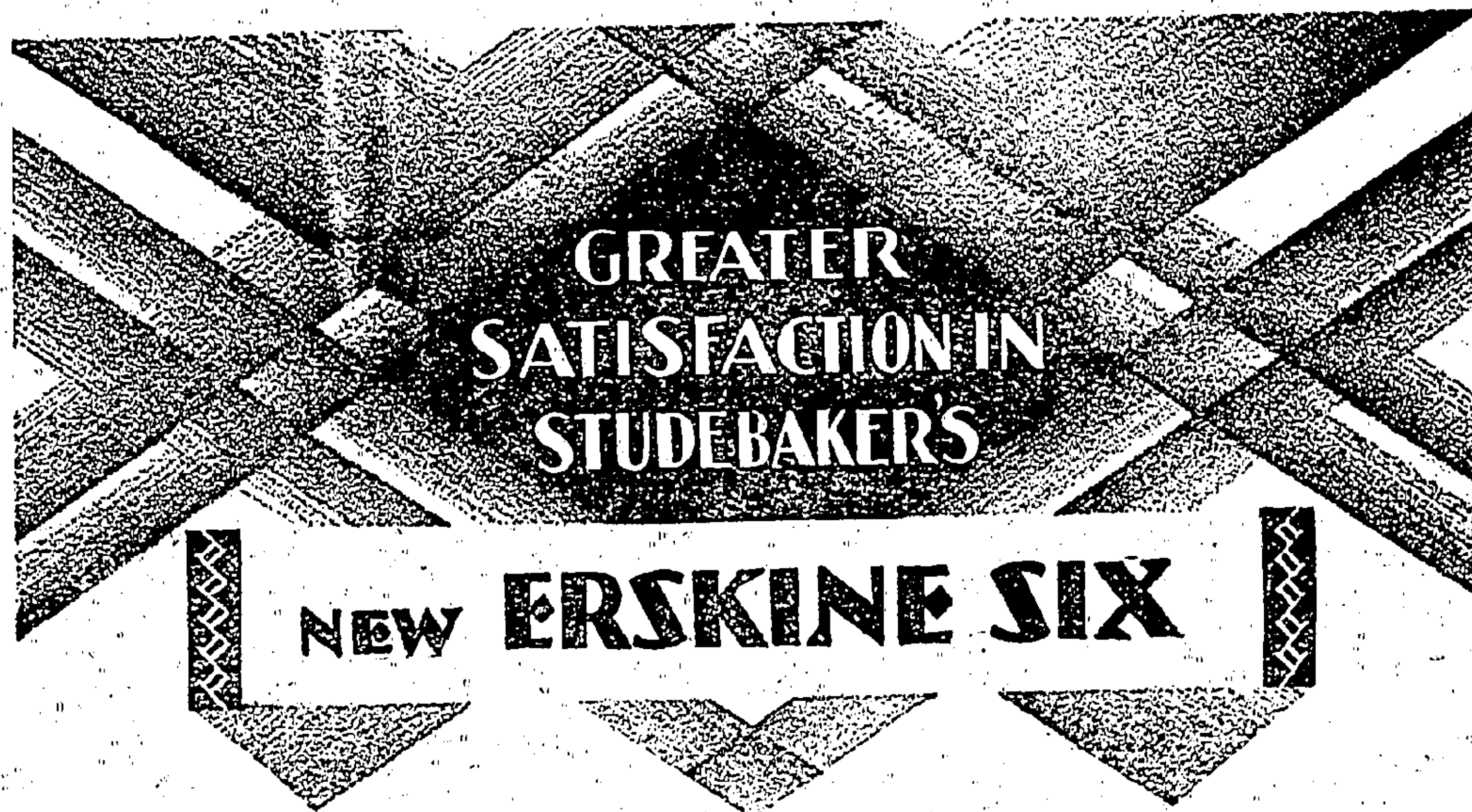
These are some of the conflicting elements in a problem of admitted complexity, and it would be un-

wise to dismiss any one of them without due regard to the circumstances, as they exist in relation to each other. From the point of view of the manufacturer, it is not difficult to see that the extreme course of abolishing the Show might be fraught with the most serious consequences. There may be good reasons for manufacturers to advocate a lapse of a year between the coming exhibition and the next.

If the sequence is broken what may be the result? The biennial show has been tried in Paris and it did not prove a successful experiment from the trading standpoint.

Is the present time at which it is held the best? Certainly it is not a period of the year when immediate sales to the public can be relied upon.

Does not this, with other reasons, suggest the advisability of considering changing the date of the Show to the December or possibly January?

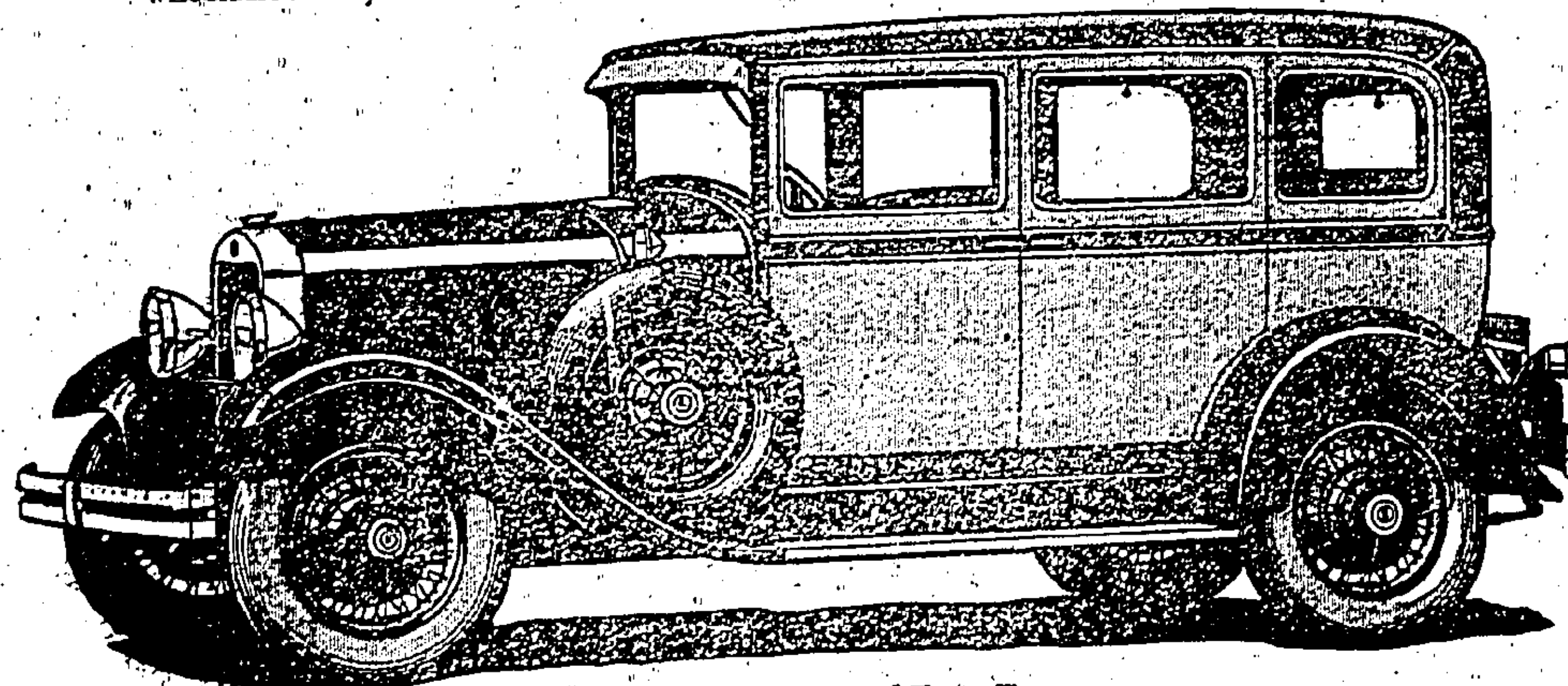


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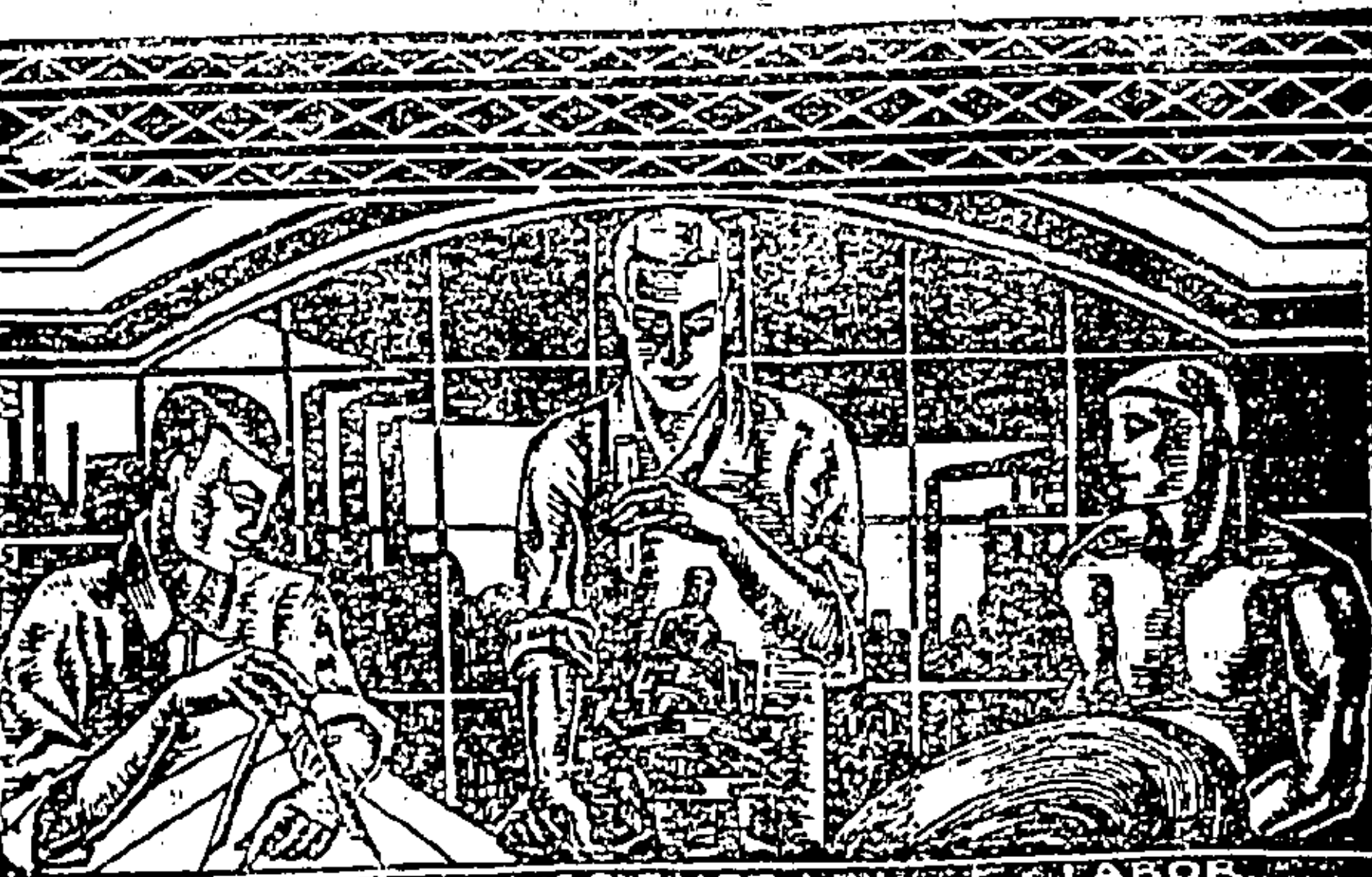
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## MOTORING NOTES (CONT'D.)

## JAZZ-DESIGNED CARS.

## PARIS MOTOR SHOW WONDERS.

## AMERICAN TYPES MORE "SPORTING."

## DENSE CROWDS ROUND CHEAP MODELS.

PARIS, Oct. 4th.  
Record crowds thronged the Grand Palais, where the 22nd French Automobile Show opened. In one corner of the huge hall, where the Citroen and Renault stands stood side by side, the crowd was so dense that it was almost impossible to move.

America, England, Germany, Austria, Belgium, Italy, and Czechoslovakia were all represented among the 1,200 exhibitors. The most striking fact which could be drawn from the bewildering maze of models was that the engineer, no longer able to introduce striking ideas in the construction of the actual motor, had ceded his place to the artist and designer.

Only one accustomed to visiting the great Paris fashion displays could do adequate justice to the different colours, fabrics, and styles which are to be seen. Even the scorching models, which tradition appeared to have designed for startling colour effects, have been tamed and subdued in the present show, while the closed and semi-closed types of car are artistic marvels.

## Grey And Silver.

Sometimes the colours are used singly, contrast being obtained by a difference in shade, sometimes the colours are in such variety that only the skill of the artist has avoided a garish appearance. An

Erskine model is shown, for instance, decorated with grey and silver jazz-like designs on a pale blue and mauve background, while another artist has done wonderful things in greens and yellows with a Willys Knight body.

Just as much attention has been paid to the interior upholstery as to the exterior.

Some of the specially-built bodies where expense has been no object have seats which are luxurious armchairs. Little details which make for comfort, such as boxes for cigarettes, electric lighters, and carefully-arranged corners for flowers, also appear in many models.

In the American section especially a tendency among all exhibitors has been to make their models more "sporting" lines. In this way some of the cars have been lowered sufficiently to do away with the running board, and one steps immediately into the car from the ground level.

## Greater Security.

An effect of additional speed is given, while at the same time greater security is assured by lowering the centre of gravity. Four wheel brakes are practically universal, a feature which appeals specially to those who have to drive in Paris. The big Lincoln, with its eight-cylinder motor, boasts of a system which amounts to six brakes.

Rustless steel has been added to a great number of models, and a mere dab with a cloth takes the place of time and energy once wasted in scouring a good polish. The crowd was densest round the stands containing the cheaper models—Citroens, Renaults, and Peugeot. The latter firm is showing a very attractive 5 h.p. cabriolet de luxe at £108. The majority of the cheap models are, moreover, sold complete with spare wheel, electric starter, lighting, horn, Klaxon, screen wiper, and tools. The Ford stand, on the other hand, was not so crowded.

## THE "PRESIDENT EIGHTS."

## FEATURES OF RECENT 30,000-MILE TEST.

It was at the Atlantic City Speedway that the Studebaker President Eight recently established an endurance record by travelling 30,000 miles in 26,336 consecutive minutes. The run was under the supervision of the American Automobile Association whose timers and judges kept a day and night check.

Among the features of equipment on The President Eight which came in for close observation during the run were Studebaker's new ball bearing spring shackles. Although these shackles had been tested in 177,000 miles of driving at the Studebaker Proving Ground and other parts of the United States, engineers were anxious to

see how the shackles would perform under the strain and stress of high sustained speed.

The shackle came through the 30,000-mile ordeal without the slightest sign of failure. It was interesting to note that the engineers had advised owners and dealers that the ball bearing spring shackles needed to be inspected only at intervals of 20,000 miles when lubricant might be added if necessary. But the shackles on each of the four axles stood President Eight which went 30,000 miles in less than that number of minutes required no attention during the entire run. At the finish, they were functioning as quietly as the day the cars started.

The total of 120,000 miles of high speed testing piled up by the four cars "re-proved" to the engineers what had previously been proved on Studebaker's 800-acre Proving Ground.

## Good Value.

Although it made its appearance in the motoring world less than a year ago, registration figures show

that The Studebaker President Eight is already, its makers claim, outselling every other eight cylinder car in the United States.

Introduced at American motor shows in January and February, The President Eight took the lead in registration of eight in July—just six months later. August registrations showed that this lead was substantially increased.

There are four distinct reasons for this success. The President Eight has proved its performance superiority by travelling 30,000 miles in 26,336 consecutive minutes, a record unparalleled in history. Studebaker engineers have given these cars outstanding beauty in body lines and colour. The President offers matchless ease of riding comfort due to Studebaker's exclusive ball bearing spring shackles, easy chair comfort, two-finger steering and gear shifting and amplified four-wheel brakes. And the fourth reason—the greatest of them all—is the value of the car, which is offered to the public at such an extremely low price.

## Many Records.

Studebaker has broken so many records for endurance and speed in the past year that it is difficult to keep track of them all," said Mr. White of the Hong Kong Hotel Garage staff. "It started about a year and a half ago when the Studebaker Commander travelled 5,000 miles in 4,909 minutes. Then came the famous 25,000-mile run by The Commander in which the average speed was over 63 miles an hour for the entire distance. But the performance of the quartette of President Eights, in doing 30,000 miles at 64 to 68 miles per hour is the greatest engineering achievement in the history of automobiles.

## Private Research And Testing.

Studebaker maintains its own private research and experimental laboratories. Here a large body of skilled technicians make countless tests every year. Studebaker keeps 700 inspectors on the job and these men make thousands of inspections on Studebaker and Erskine cars.

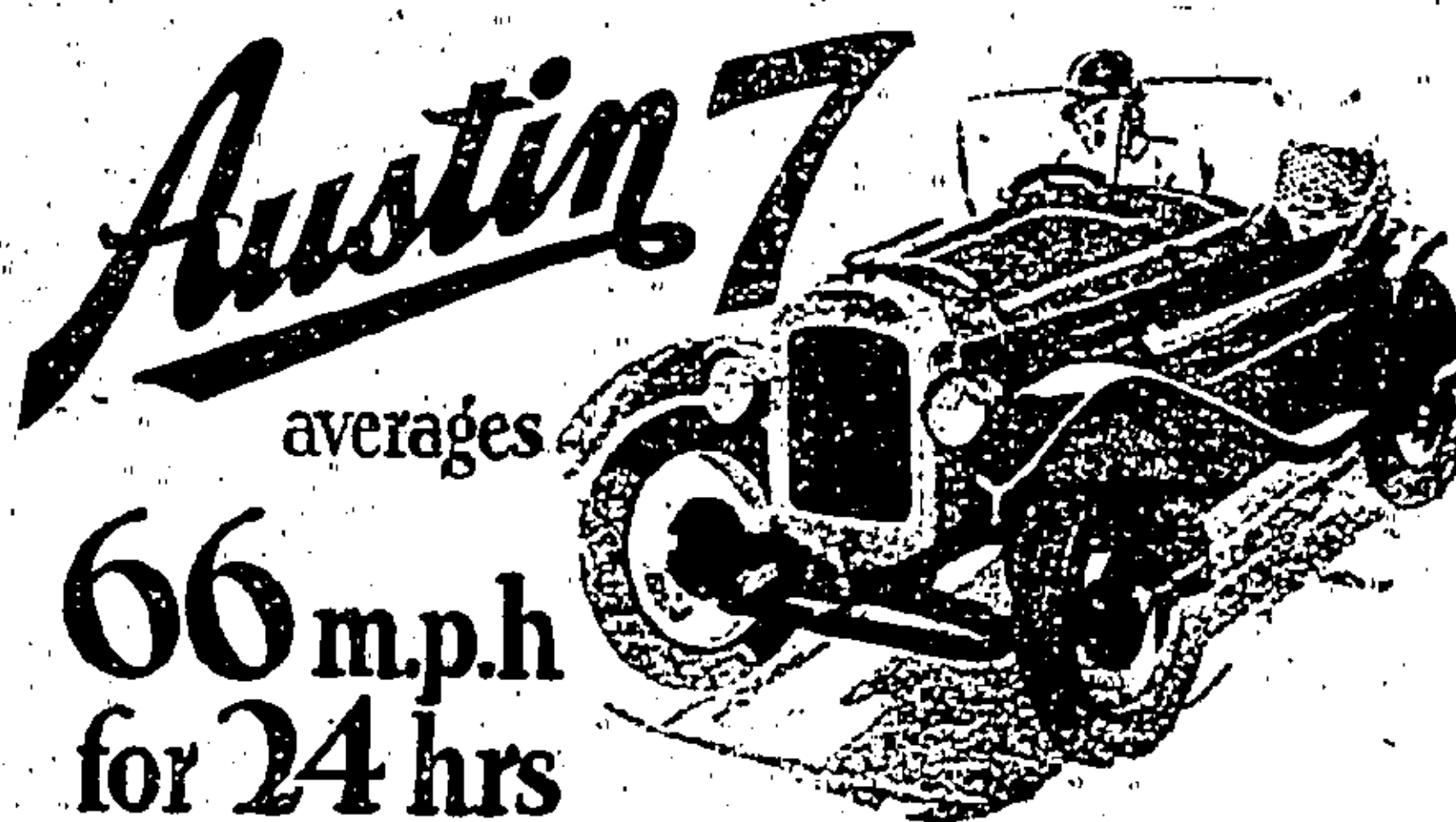
(Continued on next Column.)

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S.O.C.O.N.Y. have sent us a copy of their excellent handbook "Know Your Car." It explains the construction and mechanism of a car from A to Z illustrating the parts by clear diagrammatic sketches. The book is just what the beginner wants and the old hand need not feel superior about it. The firm's products are tactfully mentioned at the right places and the whole problem of lubrication is admirably dealt with.

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Pres. Garfield ... Sun, Nov. 18, 8 a.m. Pres. Van Buren ... Sun, Jan. 13, 8 a.m.  
Pres. Harrison ... Sun, Dec. 2, 8 a.m. Pres. Hayes ... Sun, Jan. 27, 8 a.m.  
Pres. Monroe ... Sun, Dec. 16, 8 a.m. Pres. Polk ... Sun, Feb. 10, 8 a.m.

#### To Manila

Pres. McKinley ... Nov. 6th, 6 p.m. Pres. Cleveland ... Dec. 4th, 6 p.m.  
Pres. Jefferson ... Nov. 10th, 6 p.m. Pres. Madison ... Dec. 8th, 6 p.m.  
Pres. Grant ... Nov. 20th, 6 p.m. Pres. Pierce ... Dec. 15th, 6 p.m.  
Pres. Lincoln ... Nov. 24th, 6 p.m. Pres. Jackson ... Dec. 22nd, 6 p.m.

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### HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Oct. 30th

| Day            | at 2 p.m. | at 6 a.m. | at 10 p.m. |
|----------------|-----------|-----------|------------|
| Barometer...   | 29.95     | 29.93     | 29.95      |
| Temperature... | 82        | 68        | 73         |
| Humidity...    | 63        | 50        | 46         |
| Wind...        |           |           |            |
| Direction...   | W.S.W.    | N         | E          |
| Force...       | 2         | 2         | 2          |
| Weather...     | C         | B         | B          |
| Rain...        | 0.00      | 0.00      | 0.00       |

Highest open-air Temperature, 29th: 83  
Lowest open-air Temperature, 30th: 68  
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

### HONG KONG TIDE TABLE.

From October 31st to Nov. 6th, 1928.

| Day of Week | Date | Hong Kong Standard Time | High Water | Low Water |
|-------------|------|-------------------------|------------|-----------|
| Wed.        | 31   | 10.38                   | 5.8        | 4.3       |
| Thurs.      | 1    | 11.06                   | 5.3        | 4.0       |
| Fri.        | 2    | 11.53                   | 4.9        | 3.7       |
| Sat.        | 3    | 12.40                   | 4.5        | 3.4       |
| Sun.        | 4    | 13.27                   | 4.1        | 3.1       |
| Mon.        | 5    | 14.14                   | 3.7        | 2.8       |
| Tues.       | 6    | 15.01                   | 3.3        | 2.5       |

### BAILEY'S SHIPYARD.

#### A DOUBLE LAUNCHING.

TWO FAST GUNBOATS FOR CANTON GOVERNMENT.

#### IMPRESSIVE CEREMONY.

On Monday last Messrs. W. S. Bailey & Co., Ltd., launched the two new River Gunboats, *Chung Yuen* and *Chung Kai* built to order of the Canton Government for suppression of piracy in the Canton delta. These are steel twin screw, tunnel vessels, 84 feet in length with a beam of 14 feet and designed for a speed of 15 miles per hour on an extreme draft of 2 feet 6 inches. The crew space is below deck forward and in deck-house aft, and there is also saloon and Captain's house and deck house forward, radio room in after deck house and steering positions on both Bridge Deck and Upper Deck. Bullet Proof Plating extends from water-line upward with provision for automatic opening and closing of the upper plates, and each vessel will be fitted with four 2 pounder guns and two machine guns.

The machinery consists of two Sterling eight cylinder gasoline engines to run at 1,200 r.p.m. and a Petter's electric generating plant supplies electricity for lighting and wireless.

#### The Ceremony.

The launching platforms were decorated in Red, White and Blue with the Kuomintang and Chinese National flags on either side of the vessels bows before which was set a large portrait of Dr. Sun Yat Sen, and there were present Admiral and Mrs. Chan Chak, Capt. Shiu Chung Lew (Assistant to Admiral) and Mrs. Shiu, Capt. Chan Shek Kin (Chief of Staff) and Mrs. Chan, Capt. Wu Ying King (Constructor in Chief and designer of the vessels) and Mrs. Wu, Commander Li Ying Kit (Staff Officer) and Mrs. Li, Commander Yuen Lau Kee (Secretary) and Mrs. Yuen, Commander Kan Yin Man (A.D.C.), Lieut. Commander Wong Hung (Skipper of *Chung Yuen*), Lieut. Commander Chan Shing (Skipper of *Chung Kai*), Lieut. Commander Feng Yiu Chi (Acting Inspector), Mr. and Mrs. W. S. Bailey, Mr. and Mrs. J. Fraser, Mr. C. F. Mendham and Messrs. A. A. Dand, W. Borrowman, G. W. Mitchell, P. T. Farrell and others.

The Chinese uniforms made a pretty sight as the officers with their wives stood respectfully before the portrait of Dr. Sun Yat Sen reciting his last will, and at the Admiral's word of command bowing with the deepest reverence three times.

The first vessel *Chung Yuen* was then launched in the orthodox manner by the wife of Admiral Chan and after a short interval and similar ceremony the second vessel *Chung Kai* was launched by the wife of Capt. Shiu, both vessels taking the water amid a fusillade of crackers and cheers for "good jobs."

Light refreshments were provided in the Company's office where Mr. Bailey expressed for his firm their pleasure in having built for the Canton Government these two further vessels for the enforcement of law and order, the protection of trade and of the industrious Chinese workers in their "right to work" and freedom from exploitation by any Government or section whatever.

"Success To The Gunboats." Mr. Bailey thanked Admiral Chan and Capt. Wu with their Staff for their assistance in carrying on the work and he proposed the toast of success to the Gunboats *Chung Yuen* and *Chung Kai* which was drunk with acclamation. Admiral Chan in reply said Messrs. W. S. Bailey & Co., Ltd., had, 20 years ago, built for his Navy the Gunboat *Lungshan* which had done and was still doing excellent service in shallow draft work, and he now had great pleasure in complimenting this firm upon the two vessels just launched.

Admiral Chan stressed the necessity of such vessels in the suppression of piracy and disorder, and he felt that by building such vessels Hong Kong was assisting Canton to protect trade to their mutual advantage and thereby promote good feeling between them. Admiral Chan then proposed the health of the builders which was duly honoured.

Mr. Bailey's Tribute To Staff. Mr. Bailey acknowledging the toast paid a tribute to his excellent staff both European and Chinese, responsible for the successful building of the vessels, some of the Chinese No. 1's had been in his firm nearly 30 years and had assisted in building the river steamers *Kwong Sai*, *Kwong Tung* and many other old time vessels still running well. Mr. Mendham shortly responded for the staff.

### TROUBLE IN A TRAMP.

MATE AND FIREMEN EXCHANGED AMENITIES.

THEY HAD ALL HAD A FEW DRINKS.

[BY OUR FILM CRITIC.]

Four British firemen were before Comdr. J. H. Newill, D.S.O., R.N., at the Marine Court yesterday morning for disobeying orders. Capt. John Ferguson, of the s.s. *Darcevia* (British), appeared as complainant and Mr. H. S. Loseby was for the defendants.

The defendants, J. Pickett, H. Christie, A. Fisher and S. Davidson were charged under Article 223 B. of the Mercantile Shipping Ordinance of 1894; with disobeying lawful commands whilst the vessel was at Sourabaya on October 13th. After the Captain and Chief Officer had given their evidence the Marine Magistrate discharged the four men, without calling upon them to state their defence.

The Captain's Evidence. Capt. John Ferguson, the master of the s.s. *Darcevia* said that the defendants left the ship at Sourabaya on October 13th without permission. When they were returned by the Police, they collected on the forecastle head while the vessel was unmooring. They were impeding the Chief Officer in his duties and although repeatedly told to move away they refused and accompanied their objection with bad language. They were in such a condition as to be unable to perform their own duties that night, and consequently the other members of the crew who had to do double shift were subsequently incapacitated through the accused's default.

Witnesses added that it led to a complaint from the local agents of the charterers about the conduct of these men.

Mr. Loseby: Your contention is that the men were drunk?—Yes.

Mr. Loseby: Was the mate drunk?—I cannot say, that he was. I had spoken to him frequently during the evening.

Mr. Loseby: He had had a glass or two?—Perhaps a little spirit or some beer.

Mr. Loseby questioned witness as to why when the ship arrived in Hong Kong on Friday the incident had not been reported until the following Monday, and also why witness had paid the defendants \$15 as good conduct money.

Witness replied that on Saturday he was busy until 1.30 p.m. with matters ashore and so he had to withhold the complaint until Monday.

Mr. Loseby: Is the cooking good or bad?—We provided the crew with as good a standard of meals as any tramp steamer could provide. However, a little off cooking must be expected from the cook after he has been cooking for a week at a stretch, and it is possible that his cooking on Sunday or Monday was not as good as it should have been.

Loseby: I put it to you that the crew were arrested to stop their complaints of the food?

Witness: Please do not do so, it is untrue and not fair to do so. I cannot answer such a question.

Called Me All Sorts Of Names! Chief Officer John Martin, was then called and said that as they were about to leave Sourabaya on October 13th the Captain asked him to clear the defendants from the forecastle head. After some persuasion the first three defendants left but the fourth defendant refused to go. He did not press this defendant as he had to attend to his duties, the ship was unmooring.

"Davidson, the fourth defendant, became abusive and called me all sorts of names," said witness. "I stood it until I could stand it no longer, and as I went forward to him, he left on his own accord. As I went down to No. 1 hatch he was still abusing me. After the ship had cleared, I went down again, and he started using bad language once more, but I took steps to see that it would not occur again."

Mr. Loseby: The men had had a drink or two, so had you?—Yes, I had a drink or two that morning.

At the conclusion of the evidence, the Marine Magistrate discharged the defendants without calling on Mr. Loseby.

### MERCHANT SHIPS IN PORT

The following merchant vessels were in port yesterday at 9 a.m.:—  
British: *Sui Yang*, *Kalpan*, *Lian-an*, *Tean*, *Kwai Sang*, *Nam Sang*, *Empress of Asia*, *Mirzapore*, *Yorkmoor*, *Hoi Yang*, *Kuichow*, *Hop Sang*, *Grelisle*, *Darcevia*, *Chenau*, *Haldia*, *Kaying*, *Liangchow*, *Hin Sang*, *Telmachius*, *Lok Sun*, *Pong Tong*, *Pheumphen*, *Sumatra*.  
American: *Glendale*.  
Dutch: *Tidjardra*, *Jan Otto*.  
Norwegian: *Norviken*, *Hellas*, *Havdrøt*, *Vestland*, *Daviken*.  
Japanese: *Deli Maru*, *Muroran Maru*, *Kamo Maru*, *China Maru*, *Taisei Maru*, *Tenyo Maru*.  
Chinese: *Fai Lee*, *Yuan Lee*, *Lee Cheung*, *Ki Sang*, *Phranang*, *Wing Wo*, *Cheung On*, *Derwent*, *Yan On*, *Hung Chow*, *Gen. H. Knox*, *Man Sun*.  
French: *Taipoteik*, *Francis Germer*, *Huog Roi*.  
German: *Ermland*, *Wabasha*.  
Danish: *Malaya*.  
Portuguese: *Kong On*, *King On*.

### "THE THIRTEENTH HOUR."

ANOTHER MYSTERY THRILLER AT THE QUEEN'S.

WONDERFUL ACTING BY ALSATIAN DOG.

[BY OUR FILM CRITIC.]

"The Thirteenth Hour" is the name of yet another film on the lines of "The Bat" and more recently of "London After Midnight." Mystery thrillers as they are known in cinema parlance are generally on a par with the "shilling shocker" of the world of letters—more or less thrilling according to the construction of the story and the common-sense of the director. I say common-sense advisedly since it is just in this quality that the average director seems to be lacking and which is so absolutely necessary if any reality is to be given to this type of story. Of course really artistic stage craft as distinguished by "The Cat and the Canary," which is now showing by the way, at the World, is not often seen and even this cannot entirely silence the crying of faulty mechanics. There is not much wrong with "The Thirteenth Hour" and one thing that is very right indeed is the acting of the dog "Napoleon." You may perhaps doubt if crooks, even the most accomplished and cruel of their kind, really live in sumptuous mansions of which every room is fitted with several trap doors, sliding panels and other similar devices; if with all these mechanical advantages, they still allow themselves to be taken by a party of rather comic policemen and a detective whose whole attention is given to a girl they would not have the brains to build the fortune needed for life on so elaborate a scale. But in spite of these little defects the "Thirteenth Hour" is very good entertainment and "Napoleon" should certainly not be missed. He was really scared at the "horror" even if the rest of the cast were not.

### VESSELS EXPECTED.

Java-China-Japan Line  
*Tijaroen*, Nov. 2nd.  
*Tijaroen*, Nov. 5th.  
*Tijaroen*, Nov. 7th.  
*Tijaroen*, Nov. 12th.  
*Tijaroen*, Nov. 16th.  
*Tijaroen*, Nov. 19th.  
*Tijaroen*, Nov. 21st.  
Messageries Maritimes  
*André Lebon*, Nov. 6th.  
*General Metinger*, Nov. 6th.  
*Paul Lerat*, Nov. 20th.  
*Chenouveau*, Nov. 21st.  
*Portofino*, Dec. 5th.  
*Athos II*, Dec. 19th.  
*D'Aragnan*, January 2nd.  
*Sphinx*, January 16th.  
Nippon Yusen Kaisha  
*Panama Maru*, to-day.  
*Hakusan Maru*, Nov. 2nd.  
*Himalaya Maru*, Nov. 6th.  
*Korea Maru*, Nov. 6th.  
*Rakuyo Maru*, Nov. 7th.  
*Katori Maru*, Nov. 11th.  
Norddeutscher Lloyd, Bremen.  
*Gleichen*, Nov. 4th.  
*Pfalz*, Nov. 11th.  
*Coblenz*, Nov. 18th.  
*Hennscheid*, Dec. 15th.  
Peninsular and Oriental.  
*Kashmir*, Nov. 2nd.  
*Malwa*, Nov. 9th.  
*Macedonia*, Nov. 10th.  
*Kidderpore*, Nov. 12th.  
*Trelawny*, Nov. 21st.  
*Naldara*, Nov. 23rd.  
*Khyber*, Nov. 24th.  
*Karmala*, Dec. 1st.  
*Jeyapore*, Dec. 6th.  
*Mantua*, Dec. 7th.  
*Kalyan*, Dec. 21st.  
*Moora*, January 4th.  
*Kashgar*, January 16th.  
Swedish East Asiatic Co., Ltd.  
*Agra*, to-day.  
*Delhi*, Nov. 11th.  
With Wilhelmssen, Oslo.  
Norwegian Africa and Australia Line.  
*Taiwan*, Dec. 8th.

### SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia*, Capt. A. J. Bailey, R.N.R., will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at noon on Wednesday, November 7th. The R.M.S. *Empress of Russia* arrived at Kobe on Tuesday at 9 a.m., left at 6 p.m., and is due at Yokohama to-day (Wednesday) at 6 p.m. The s.s. *Taklien* (B.I. and Apear Line) left Moji for Hong Kong on the 25th inst., and is due here to-morrow (Thursday) morning. The s.s. *E. & Co.'s s.s. Arafura* left Moji for Hong Kong on the 26th inst., and is due here on Friday afternoon, November 2nd. She will leave for Manila, Port Holland, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne, at 11 a.m. on Monday, November 5th. The s.s. *Taiawa* (B.I. and Apear Line), left Singapore for Hong Kong on the 27th inst., and is due here on Friday morning, November 2nd. The s.s. *Calulu* (Dodwell & Co.), sailed from Rabaul on October 27th, and is expected at Hong Kong on November 30th. The m.v. *Craythorpe Castle* (Dodwell & Co.), sailed from New York on October 14th, and is expected in Manila on November 20th. The m.v. *Equatino* (Dodwell & Co.), sailed from Penang on October 29th, and is expected at Hong Kong on November 8th.

### SEQUEL TO A COLLISION.

ALLEGED IGNORING OF A TRAFFIC SIGNAL.

TRAM DRIVER FINED.

A second prosecution recently instituted against the Hong Kong Tramway Company for disregard of traffic regulations was heard by Major C. Willson at the Central Magistracy yesterday afternoon.

The motorman of car No. 49 being summoned for moving his vehicle against a signal given by an Indian traffic constable at the Causeway Bay junction at 6.20 p.m. on October 15th.

Mr. B. A. Wadson (of Messrs. Deacons) was for the defence. Several tramway employees were called as witnesses, and a plan of the scene was also submitted.

The prosecution arose from a collision between the tram-car in question and motor lorry No. 1857 in which both vehicles were damaged. It occurred while the tram-car was going round the loop. The constable's evidence was to the effect that the motorman ignored his stop signal which gave a clear signal to the lorry to come from Ego Street and which intended to turn round into the road between the Jockey Club stables and the nullah.

In evidence the lorry driver stated that he was bound for Taihan and received a signal from the constable to proceed, while the tram-car was ordered to stop. After the accident the constable told witness that the motorman was to blame. Witness claimed that the tram-car struck the lorry from behind.

#### An Engineer's Opinion.

Mr. F. Walker, an engineer of the Tramway Company, who was called as a witness for the defence, stated that in his opinion the damage to the tram-car was not consistent with the vehicle having run into the lorry. The front part of the car was torn out, which indicated that something heavy struck it with a forward motion. Witness was also of the opinion that the tram-car was either stationary or moving slowly when it was struck by the lorry travelling at a higher speed.

After taking evidence from a Chinese tramway inspector and the defendant Mr. Wadson submitted that the constable had stated in evidence, which was borne out by two witnesses, that he was on the Shaukiwan side of the wooden sentry box and he was facing the harbour. From such a position it was not possible for the constable to see either the tram-car or the lorry. There was therefore no case to answer.

Remarking that he accepted the evidence of the constable, his Worship fined the defendant \$10.

#### Other Cases.

At the morning sessions, a public car driver pleaded guilty to a charge of speeding on the Island Road near Shaukiwan and was fined \$15. In another case, a Chinese who was charged with disobeying a traffic signal at the foot of Garden Road, pleaded that the signal was turned against him after he had passed the traffic post. This plea was not accepted, defendant being fined \$10.

### THE EAST ASIATIC CO., LTD.

COPENHAGEN.

THE Motor Vessel "MALAYA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th November, 1928, 4 p.m., will be subject to Rent. All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Asha on the 3rd November, 1928, at 10 a.m.

All Claims against the Vessel must be presented to the Underigned on or before the 9th November, 1928, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hong Kong, 29th Oct. 1928. [6928]

### BRITISH INDIA S.S. CO., LTD.

FROM KOBE & MOJI.

### THE Steamship "TALMA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 1st November, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & CO., Agents. Hong Kong, 25th Oct. 1928. [6900]

### CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES. "ELLERMAN" LINE. FROM EUROPE.

THE Steamship "CITY OF MOBILE" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Hols' Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th November, 1928, will be subject to Rent. All Claims against the Steamer must be presented to the Underigned on or before 12th November, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the Hours of 10.45 a.m. and Noon, within the Five travey period of One Week. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Fong Kong, 30th Oct. 1928. [6925]

### BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

### THE Steamship "CANADA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 28th October, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. A Protest has been noted by the Master against bad weather. MACKINNON, MACKENZIE & CO., Agents. Hong Kong, 21st Oct. 1928. [6888]

### CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO, ANTWERP, LONDON & STRAITS.

The Steamship "BENNEVIS."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd November, 1928, will



# CHINA NAVIGATION COMPANY, LIMITED.

|                                 |             |              |         |
|---------------------------------|-------------|--------------|---------|
| HONGKONG, PAHOE & HAIPHONG      | "TEAN"      | On 31st Nov. | 10 a.m. |
| SWATOW & SHANGHAI               | "YUNNAN"    | On 31st Oct. | 8 p.m.  |
| SWATOW & SHANGHAI               | "LINAN"     | On 1st Nov.  | Noon    |
| WUHAN, CHANGSHU & TIENTSIN      | "KUIKHO"    | On 2nd Nov.  | 4 p.m.  |
| HONGKONG & SHANGHAI             | "KAYING"    | On 3rd Nov.  | Noon    |
| SWATOW, SHANGHAI & TIENTSIN     | "SHANTUNG"  | On 4th Nov.  | 9 a.m.  |
| SWATOW & SHANGHAI               | "KALGAN"    | On 4th Nov.  | Noon    |
| SHANGHAI, NEWCASTLE & DALRYMPLE | "LUKOW"     | On 4th Nov.  | 3 p.m.  |
| AMOI, SWATOW & SHANGHAI         | "ANKING"    | On 5th Nov.  | 6 a.m.  |
| AMOI, SHANGHAI & TIENTSIN       | "SINKIANG"  | On 6th Nov.  | 4 p.m.  |
| SHANGHAI                        | "HUPH"      | On 7th Nov.  | 3 p.m.  |
| SWATOW, SHANGHAI & TIENTSIN     | "SZECHUEN"  | On 11th Nov. | 9 a.m.  |
| SWATOW & SHANGHAI               | "KWANGCHOW" | On 11th Nov. | Noon    |
| AMOI, SWATOW & SHANGHAI         | "ANHUI"     | On 13th Nov. | 6 a.m.  |
| WUHAN, CHANGSHU & TIENTSIN      | "HUICHOW"   | On 17th Nov. | 4 p.m.  |

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CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE.

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| Ship    | Days | Days | Days |
|---------|------|------|------|
| TAIPING | ...  | ...  | ...  |
| CHANGTE | ...  | ...  | ...  |
| TAIPING | ...  | ...  | ...  |
| CHANGTE | ...  | ...  | ...  |

\* Calls at Hoilo.

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE,**  
Telephone: Central 36. Agents.

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Sailings from Hongkong.

|                        |     |                |               |
|------------------------|-----|----------------|---------------|
| S.S. "PYREHUS"         | ... | Via Suez Canal | 17th November |
| S.S. "CITY OF PERTH"   | ... | Via Suez Canal | 27th November |
| S.S. "CITY OF CHESTER" | ... | Via Suez Canal | 27th November |

For Freight and Passage, apply to—**BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONG KONG**  
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AND

NEW YORK

|                       |     |              |
|-----------------------|-----|--------------|
| M.V. "CHINESE PRINCE" | ... | 8th November |
| M.V. "MALAYAN PRINCE" | ... | 5th December |

For Freight and Full Particulars, apply to—

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FRENCH MAIL STEAMERS

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

|              |     |                |
|--------------|-----|----------------|
| G. METZINGER | ... | 6th Nov.       |
| PAUL LEOAT   | ... | 20th Nov.      |
| ANDRE LEBON  | ... | 4th Dec.       |
| CHENONCEAUX  | ... | 15th Dec.      |
| PORTHOS      | ... | 1st Jan., 1929 |
| ATHOS II     | ... | 15th Jan.      |
| DARTAGNAN    | ... | 29th Jan.      |
| SPRING       | ... | 12th Feb.      |
| G. METZINGER | ... | 26th Feb.      |

We can issue Through Tickets to Egypt, Syria, Persia, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Directly.

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## Shipping News

Arrivals and Departures, etc.

### ARRIVALS.

October 29th.

*Apocry,* British str., 1,778 tons, Capt. W. Anderson, from Kelling, which port she left on October 26th, with a general cargo, lying at buoy No. B55.—W. Fat Sing.

*Genoa Maria,* Japanese str., 1,984 tons, Capt. Yoshioka, from Kwangyuen, with a cargo of coal, lying at Kowloon Bay.—M.B.K.

*Kalapa,* British str., 1,558 tons, Capt. T. Johnston, from Swatow, with rice and general cargo amounting to 2,300 tons, lying at buoy No. B11.—B. & S.

*Tai Po Set,* French str., 1,219 tons, Capt. Maternati, Paul, from Fort Bayard, with 700 tons of general cargo, lying at buoy No. C45. Sing Kee Co.

October 30th.

*Bornea,* British str., 1,297 tons, Capt. A. van den Berg, from Hongkong, with a general cargo, lying at buoy No. C39.—Shun Tai Co.

*City of Mobile,* British str., 4,250 tons, Capt. A. W. Wooster, from Antwerp, Hamburg and Bremen, via Straits. She left Singapore on October 24th, with a general cargo, lying at Hoi's Wharf.—Bank Line.

*Deli Maru,* Japanese str., 1,292 tons, Capt. K. Yagata, from Canton, lying at O.S.K. Wharf.—O.S.K.

*Ermland,* German str., 2,856 tons, Capt. Hermann Engel, from Shanghai, which port she left on October 27th, with three tons of general cargo, lying at buoy No. A24.—Jessen & Co.

*Hong Kong,* British str., 3,975 tons, Capt. D. M. May, from Swatow, with a general cargo, lying at buoy No. A8.—Ho. Tong Co.

*Kwai Sang,* British str., 1,435 tons, Capt. C. Alexandre, from Canton, lying at Kowloon Dock.—Jardine, Matheson & Co.

*Mitsubishi,* British str., 4,134 tons, Capt. C. C. Dickinson, from Shanghai, which port she left on October 26th, with a cargo of general cargo, lying at buoy No. A3.—Mackinnon, Mackenzie & Co.

*Norwegian,* Norwegian str., 1,779 tons, Capt. R. Fensen, from Bangkok, which port she left on October 26th, with a cargo of rice, lying at buoy No. B21.—Wallem S.S. Co.

*Patrols,* British str., 6,910 tons, Capt. W. T. Clark, from Shanghai, which port she left on October 28th, with a general cargo, lying at buoy No. A1.—B. & S.

*Tai Lee,* Chinese str., 1,044 tons, Capt. Z. Masaki, from Canton, lying at buoy No. B38.—Yee Tai Hong.

*Tea,* British str., 1,351 tons, Capt. E. H. Hieted, from Swatow, lying at buoy No. B28.—B. & S.

*Tuan Lee,* Chinese str., 1,661 tons, Capt. A. Krangle, from Swatow, with a general cargo, lying at buoy No. B47.—Yuen Sang Fat.

### SUNRISE AND SUNSET.

|           | Sunrise.  | Sunset.   |
|-----------|-----------|-----------|
| To-day    | 6.27 a.m. | 5.47 p.m. |
| To-morrow | 6.27 "    | 5.46 "    |
| Friday    | 6.28 "    | 5.46 "    |

### PASSENGERS.

Arrivals.

Per s.s. *Kamo Maru* from London on October 29th:—Mr. F. D. Anderson, Mr. D. G. Bruce, Mr. Mrs. and H. O. Cochran, Mr. P. V. Early, Mrs. M. W. Early, Master J. L. Early, Mr. and Mrs. Fung Ho Lap, Mr. H. T. Jenien, Mr. C. G. Larsen, Mr. O. J. Litt, Mr. H. Rin, Mr. T. O. Sjobom, Mr. A. A. H. Young, Mr. R. McKenzie, Mr. F. Starr.

Departures.

Per s.s. *Kamo Maru* for Japan via Shanghai on October 30th:—Mr. T. Akamira, Mrs. H. Akamira, Mr. K. Baba, Mr. V. B. Curtis, Mr. R. Elder, Mr. A. Egli, Mr. S. Eguchi, Mr. and Mrs. A. A. Godfrey, Miss Y. Godfrey, Mr. W. C. Henry, Mr. W. Hisamitsu, Mr. K. Ikeda, Mr. T. Iguchi, Mr. K. Itahashi, Mr. S. Imai, Mr. N. Katsuka, Mr. S. Kita, Mr. K. Kiriyama, Mr. T. Y. Kyle, Mr. K. Miyata, Miss D. R. McClelland, Mrs. S. Matsuda, Mr. I. Morioka, Mrs. W. Morioka, Master E. Nishizaka, Mr. S. Nakase, Mr. Y. Nishizaka, Mr. T. Ono, Mr. S. Ohayagi, Mr. N. Ohtani, Mr. R. Posenby-Fane, Mr. T. Solomi, Mr. E. Sawa, Mr. W. Taylor, Miss V. Titus, Mrs. M. Whitehead, Master F. W. Whitehead, Miss W. E. Whitehead, Mr. L. M. White, Mr. S. Wada, Mr. K. Watanabe, Mr. Y. Watanabe, Mr. K. Nakamoto.

Per s.s. *Tenyo Maru* for San Francisco on October 30th:—Mr. H. Ellis, Mr. G. Horiye, Mr. Ho Wing Leung, Mr. J. B. Gubbay, Mr. Fred. B. Marshall, Mr. F. Winkler, Mr. Lam Jai Ping, Mr. H. T. Huang, Mr. Yung Yan Hong, Mrs. Yang, Yan Hoon, Mr. F. Y. Tong, Mr. P. C. Chen, Mr. K. Y. Liang, Mr. S. W. Ma, Mr. and Mrs. C. G. Gadow, Mr. N. Yokosaki, Mr. B. Matsunaga, Mr. and Mrs. R. Takada, Mr. Wan King Nin, Mr. U. Suzuki, Mr. G. Matsumoto, Mr. Lau Ha Chiu, Mr. M. Sasntani, Dr. K. Kishinouye, Mr. K. Iwamoto, Mr. E. Stark, Mr. T. O. Sjobom, Mr. Cheung Tai, Mr. Au Hing Yuen, Mr. Lee Wai Man, Miss Lee Hung, Master Lee Sam, Mr. Leong Chung, Miss Leong Sun Lin, Miss Leong Sun Moy.

The following passengers have Hong Kong on October 31st for London and Marseilles via Singapore per s.s. *Patrols*:—Mr. and Mrs. E. A. Kingcome, Mr. D. C. Taylor, Mr. W. M. Lyons, Mr. and Mrs. N. M. Currie, Miss Doris Cooper, Mrs. M. Lovely, Miss Susan Lovely, Miss June O. Far, Mr. G. Wang, Mr. H. O. Far, Mr. G. H. Buxton, Mr. and Mrs. A. C. Pedersen, Lt. Col. N. T. C. Ivens, Master H. van Dobben, Miss C. van Dobben, Miss A. Aquino, Mrs. van Dobben, Mr. Kenzie, Mr. Morris, Mr. Banfield, Mr. H. M. White, Mr. Edward Sellers, Mr. E. E. Hall, Mr. Edward Keiffer, Dr. and Mrs. J. Hunter, Mr. G. E. P. Collins, Mr. H. Baring, Mr. and Mrs. W. E. Beckley, Miss H. Beckley, Miss A. Babienskaia, Mrs. M. Casswell, Miss J. Casswell, Miss J. Casswell, Miss I. Frier, Mr. B. W. Gale, Mr. H. J. Harrison, Mr. and Mrs. M. Hendry, Mr. R. Henington, Mrs. G. M. H. Ibert, Miss D. Ibert.

(Continued on next column)

### CLEARANCES.

October 30th.

*City of Mobile,* for Takao, Darcoila, for Swatow, *Empress of Asia,* for Manila, *Ermland,* for Manila, *Taiyang,* for Swatow, *Havdrot,* for Jesselton, *Hin Sang,* for Sandakan, *Hop Sang,* for Swatow, *Kamo Maru,* for Shanghai, *Kweichow,* for Canton, *Linan,* for Canton, *Mitsunore,* for Singapore, *Malaya,* for Shanghai, *Nam Sang,* for Singapore, *Patrols,* for Singapore, *Francis Garnier,* for Haiphong, *Shiu Hing,* for Macao, *Suiyang,* for Amoy, *Tai Lee,* for Foochow, *Tean,* for Kwang Chow Wan, *Tai Po Set,* for Kwang Chow Wan, *Tjiraoca,* for Muntok.

Mr. J. R. Moodie, Comdr. and Mrs. A. W. North, Miss J. North, Mr. and Mrs. J. Osborne, Miss M. Osborne, Miss A. Paton, Miss K. Paton, Mrs. E. E. Pritchard, Master H. E. Pritchard, Miss P. T. Pritchard, Mrs. M. Sanford, Master R. T. Sanford, Miss D. C. Sanford, Miss D. C. Sanford, Master W. E. Sanford, Mrs. I. Taylor, Mr. C. Timmis, Mr. and Mrs. A. Walford, Mr. W. C. De Walden.

The following passengers left Hong Kong on October 30th by the *Empress of Asia* for Manila:—Mr. P. D. Anderson, Mr. M. Adachi, Mr. and Mrs. W. H. Anderson, Mr. and Mrs. W. Anderson, Mr. and Mrs. F. C. Benson Belliss, Miss Adelina Buzza, Miss Ben Yong, Mr. V. Bagaman, Miss P. Baird, Mr. B. C. Butler, Mr. N. Baldwin, Mr. C. Butler, Mr. N. Baldwin, Mr. C. Baldwin, Miss A. Baldwin, Mr. and Mrs. N. Baldwin, Master J. H. Baldwin, Mr. B. Baldwin, Miss M. Baldwin, Mr. A. Chong Sia, Mr. Chan Fong, Miss Cheung Kay, Mr. Chu Tai Cao, Mrs. W. E. Clayton and infant, Mrs. A. G. Davis, Mr. H. M. H. Esmail, Mrs. E. C. Elser, Mr. F. J. Elser, Mr. Fan Sang, Mr. Walter Fong, Mr. Go Ho Lim, Mr. P. Hashmatrai, Mrs. Ho She, Lt. Col. G. G. Jolly, Mrs. H. Kreutz, Master J. Kreutz, Mr. Lim Lim, Mr. Lee Kam, Miss Lim San, Master Lo Lum, Miss Lee Yook Lim, Mr. A. Lopez, Mr. A. Y. Laperal, Mr. A. Laperal, Mr. and Mrs. W. G. Lane, Mr. Moe Kni, Mr. R. McGregor, Mr. R. McKenzie, Rev. F. E. M. Martinez, Mr. T. Nakakura, Mr. M. Ohairo, Mr. T. Otsuka, Mrs. J. Ouellet, Lt. Col. and Mrs. H. C. Pillsbury, Mr. and Mrs. C. E. A. Popp, Mr. M. A. de Peracamps, Mrs. H. S. dos Remedios, Miss C. J. dos Remedios, Miss Quan Tak Poy, Mr. Jose Servas, Mrs. Silvestra San Juan, Mr. O. G. Simpson, Mrs. W. S. Scott, Mr. W. Schennig, Mr. L. I. Sharp, Mr. and Mrs. H. G. Stower, Mrs. K. N. O. Tajoe, Mrs. F. E. Tracy, Lt. and Mrs. C. W. Vaughn, Mr. Wong Yuk Ton, Mrs. Wong Hong, Mr. Wong Tat, Mr. Wong Wah, Master Wong Loy, Mr. Wong Lam, Master Charles Wong, Miss Y. Wong Miss C. Wong, Mr. and Mrs. T. White, Mr. F. C. Wright, Mr. Yan Yee Koo, Mr. Yeh Chee, Mr. Yu Tjong Yee, Mr. Yu Sue Kuy, Mr. Yang Shui-pu, Mr. T. S. Yap, Mr. and Mrs. C. Yeung.

## INDO-CHINA STRAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

| To                               | Ship       | Date                        |
|----------------------------------|------------|-----------------------------|
| TSINGTAU via SWATOW & SHANGHAI   | "KWAISANG" | Sun., 4th Nov., at 7 a.m.   |
|                                  | "WALSHING" | Wed., 7th Nov., at 7 a.m.   |
|                                  | "BUOSHING" | Sun., 11th Nov., at 7 a.m.  |
|                                  | "CHAKSANG" | Wed., 14th Nov., at 7 a.m.  |
| OSAKA via AMOI, SHAL MOJI & KORE | "YUENSANG" | Satur., 3rd Nov., at 7 a.m. |
| OSAKA via AMOI, MOJI & KORE      | "HOSANG"   | Satur., 4th Nov., at 7 a.m. |
| STRAITS & CALCUTTA               | "NAMSANG"  | Wed., 31st Oct., at 3 p.m.  |
|                                  | "SUISANG"  | Mon., 12th Nov., at 3 p.m.  |
| SANDAKAN                         | "HINSANG"  | Wed., 31st Oct., at Noon    |
|                                  | "MAUSANG"  | Thurs., 1st Nov., at 3 p.m. |
| CANTON                           | "HANGSANG" | Wed., 31st Oct., at 10 a.m. |
| TIENTSIN                         | "CHIPSANG" | Tues., 6th Nov., at 10 a.m. |

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GENERAL MANAGERS.

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To LONDON, ROTTERDAM &amp; HAMBURG via STRAITS &amp; COLOMBO.

|                          |     |            |                |
|--------------------------|-----|------------|----------------|
| Motor Vessel "GLENAPP"   | ... | (via Oran) | 31st Oct.      |
| Motor Vessel "GLENSHIEL" | ... | (via Oran) | 14th Nov.      |
| Motor Vessel "GLENBEG"   | ... | (via Oran) | 14th Dec.      |
| Steamship "GLENNIFFER"   | ... | (via Oran) | 9th Jan., 1929 |

To SHANGHAI, KOBE, YOKOHAMA &amp; VLADIVOSTOCK.

|                            |     |                |
|----------------------------|-----|----------------|
| Steamship "EMBROKESHIRE"   | ... | 15th Nov.      |
| Steamship "GLENNIFFER"     | ... | 25th Nov.      |
| Steamship "CARMARTHENSIRE" | ... | 12th Dec.      |
| Steamship "GLENSHIRE"      | ... | 2nd Jan., 1929 |

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| Cabin class                                               | £73. |
| Intermediate class                                        | £48. |
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| Cabin class                                               | £80. |

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|                            |     |                     |
|----------------------------|-----|---------------------|
| Freight S.S. "Gleason"     | ... | departure 4th Nov.  |
| Pass. S.S. "SAARBRUECKEN"  | ... | departure 17th Nov. |
| Freight S.S. "Franken"     | ... | departure 8th Dec.  |
| Pass. S.S. "COBLENZ"       | ... | departure 15th Dec. |
| Freight S.S. "Koenigsberg" | ... | departure 27th Dec. |

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JAPAN (Freight steamers)

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|----------------------------------|-----------------|---------|--------------------|------------|
| Cabin class                      | ...             | £75.00. | Intermediate class | ...£45.00. |
| Freight                          | S.S. "Prinz"    | ...     | due here           | 11th Nov.  |
| Pass.                            | S.S. "COBLENZ"  | ...     | due here           | 19th Nov.  |
| Freight                          | S.S. "Bismarck" | ...     | due here           | 15th Dec.  |
| Pass.                            | S.S. "FULDA"    | ...     | due here           | 18th Dec.  |

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AND RETURN

(Occupying 8 to 9 Days)

|          |     |                                  |
|----------|-----|----------------------------------|
| HAICHING | ... | Friday, the 2nd Nov., at 2 p.m.  |
| HAINING  | ... | Tuesday, the 6th Nov., at 3 p.m. |

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or vice-versa, and Return by the same steamer, at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

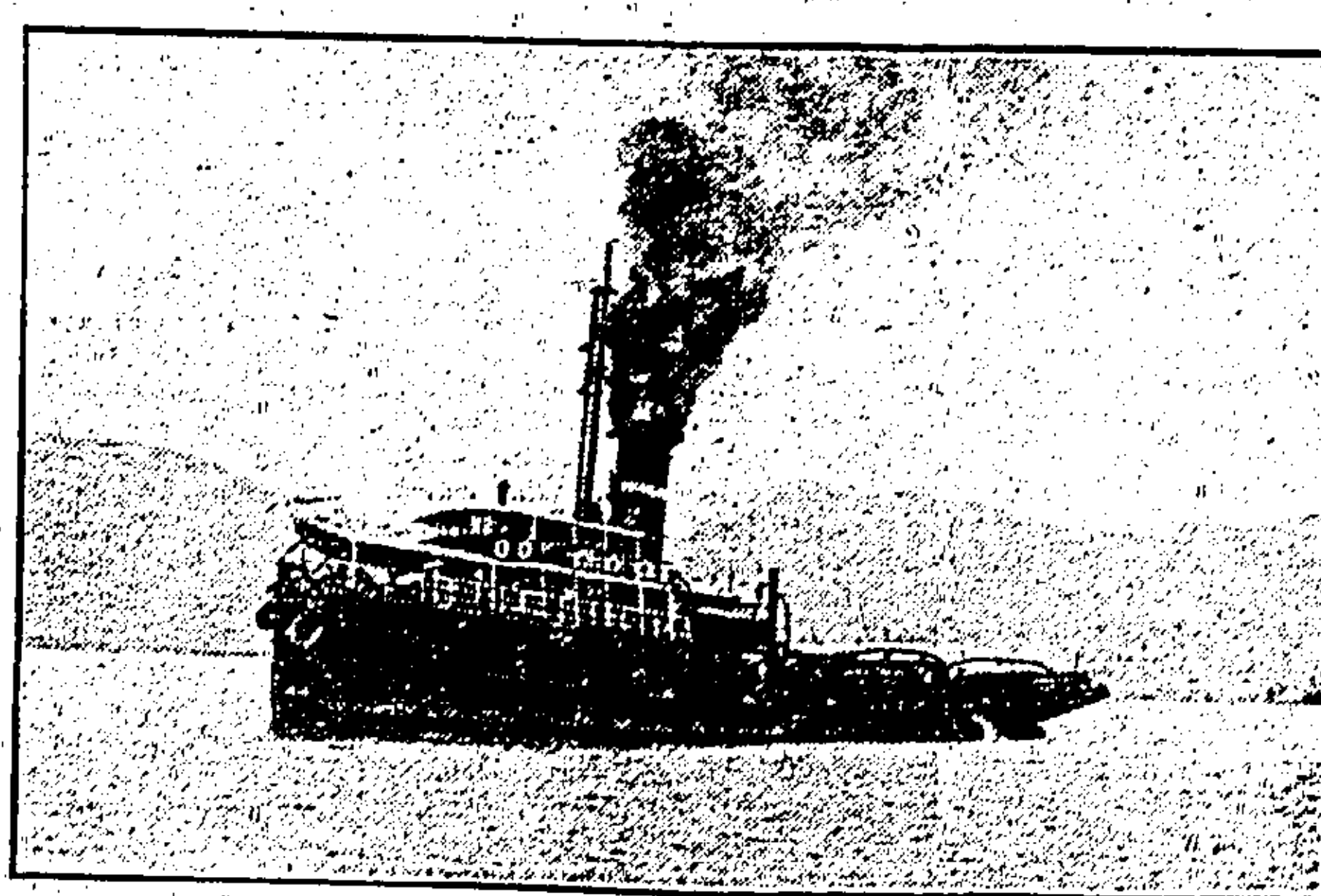
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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hong Kong &amp; Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165 ft., Breadth 34 ft., Depth 17 ft., L.H.P. 2,000. Fitted with electrically driven submarine and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works.

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TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

## SAILINGS 1928-1929.

| Steamers          | Hong Kong | Shanghai | Kobe    | Yokohama | Vancouver |
|-------------------|-----------|----------|---------|----------|-----------|
| EMPEROR OF ASIA   | Nov. 7    | Nov. 10  | Nov. 13 | Nov. 15  | Nov. 24   |
| EMPEROR OF FRANCE | Nov. 23   | Dec. 1   | Dec. 4  | Dec. 6   | Dec. 15   |
| EMPEROR OF RUSSIA | Jan. 9    | Jan. 13  | Jan. 15 | Jan. 17  | Jan. 26   |
| EMPEROR OF ASIA   | Feb. 13   | Feb. 16  | Feb. 19 | Feb. 21  | Mar. 2    |
| EMPEROR OF RUSSIA | Mar. 6    | Mar. 9   | Mar. 12 | Mar. 14  | Mar. 23   |
| EMPEROR OF ASIA   | Mar. 21   | Mar. 23  | Mar. 26 | Mar. 28  | Apr. 6    |
| EMPEROR OF FRANCE | Apr. 10   | Apr. 13  | Apr. 16 | Apr. 18  | Apr. 27   |
| EMPEROR OF RUSSIA | May 1     | May 4    | May 7   | May 9    | May 18    |
| EMPEROR OF ASIA   | May 15    | May 18   | May 21  | May 23   | June 1    |
| EMPEROR OF FRANCE | June 8    | June 11  | June 14 | June 16  | June 25   |

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)  
Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

## FOR CHRISTMAS AND THE NEW YEAR HOLIDAYS "EMPEROR OF FRANCE"

Leaves Hong Kong November 23rd, due to arrive Vancouver December 15th, in ample time to enable passengers to reach Canada or United States ports to reach home for Christmas. For passengers destined to Europe, connection may be made with the s.s. "Majestic" from S. John, December 21st, reaching Liverpool December 28th.

## HONGKONG-MANILA SERVICE

| Leave Hong Kong | Arrive Manila | Leave Manila      | Arrive Hong Kong |
|-----------------|---------------|-------------------|------------------|
| Nov. 20         | Nov. 22       | EMPEROR OF CANADA | Nov. 23          |
| Dec. 21         | Dec. 23       | EMPEROR OF ASIA   | Dec. 24          |

## CANADIAN PACIFIC EXPRESS

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THROUGH BOOKING TO EUROPE AT REDUCED RATES  
#130, #112, #110, #102, #233, via SAN FRANCISCO.  
#3440, #3420 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

KOREA MARU ... Tuesday, 12th Nov.

SHINYO MARU ... Tuesday, 9th Nov.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,  
via Singapore, Penang, Colombo & Suez.

HAKUSAN MARU ... Saturday, 3rd Nov.

HARUNA MARU ... Saturday, 17th Nov.

SYDNEY & MELBOURNE via Manila & Ports

MISHIMA MARU (Call Zamboanga) ... Wednesday, 21st Nov.

TANGO MARU ... Wednesday, 19th Dec.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Sunday, 11th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu,  
Los Angeles, Mexico and Panama.

BAKUYO MARU ... Monday, 12th Nov.

SOUTH AMERICA (East Coast) via Singapore, Cape  
Town & Ports.

BAKATA MARU ... Saturday, 10th Nov.

NEW YORK AND BOSTON via PANAMA.

LISBON MARU ... Tuesday, 8th Nov.

LIVERPOOL via Port Said, Genoa & Marseilles

TOYOOKA MARU ... Wednesday, 21st Nov.

OLAUUTIA via Singapore, Penang & Rangoon.

MALACCA MARU ... Thursday, 8th Nov.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 16th Nov.

SHANGHAI, KOBE & YOKOHAMA.

TSUSHIMA MARU ... Wednesday, 7th Nov.

KUTOBI MARU ... Monday, 12th Nov.

† Cargo only. Subject to alteration without notice.

For further information, apply to  
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Telephone: Central No. 292 (Private arrangements to all Depts.).



## KONINKLIJKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

THE MOTOR VESSEL

## "CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and  
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Offers excellent Saloon accommodation.

All lower berths. Doctor carried.  
English cuisine. Wireless telegraph.  
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)  
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Telephone 1574. YORK BUILDING, CHURCH ROAD.

# Shipping News

Daily Statement, Waterfront News,  
Vessels Expected, etc.

## YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS & THROUGH  
CARGO VERY HIGH.

## TWENTY-NINE ARRIVALS.

The general cargo returns for the 24 hours ended at 9 a.m. yesterday were very good. Local imports were above the average, while through freights showed an increase over the previous day's figures, which were also very good. Twenty-nine arrivals and eighteen departures were shown of which twelve arrivals and nine departures were British ships. British imports were good, but through cargoes were only moderate.

Twenty vessels discharged a very fine total of 31,601 tons of general merchandise for this port of which six British vessels contributed 10,918 tons. The two best returns were shown by the s.s. "Majestic" (German) arriving from Singapore with 6,750 tons of oil and the s.s. "York Maru" (British) from Calcutta with 6,318 tons of coal.

Through freights were also very good and amounted to 56,193 tons. Of the thirteen carriers, five British vessels carried a total of 4,972 tons. The s.s. "China Maru" (Japanese) was best carrier with 6,634 tons of general cargo from Rotterdam and Singapore. The s.s. "Kamo Maru" was next best with 3,860 tons of general cargo from Middlesborough and Singapore.

The arrivals and departures during the period under review were as follows:—

|           | Arr. | Dep. |
|-----------|------|------|
| British   | 3    | 9    |
| American  | 3    | 4    |
| French    | 2    | 1    |
| German    | 2    | 0    |
| Danish    | 1    | 0    |
| Norwegian | 1    | 0    |
| Japanese  | 5    | 1    |
| Chinese   | 4    | 3    |
| Total     | 29   | 19   |

## DETAILS OF FREIGHTS.

"Suifu" (British) arrived from Canton with 73 tons of through cargo.

"Kalgan" (British) arrived from Bangkok and Swatow with 2,300 tons of rice and general cargo.

"Shansi" (British) arrived from Shanghai and Wuhu with 2,110 tons of through cargo.

"Kwangtung" (British) arrived from Swatow with 431 tons of through cargo.

"Hanyang" (British) arrived from Wuhu and Canton with 1,500 tons of through cargo.

"Lianan" (British) arrived from Shanghai with 850 tons of general cargo and 500 tons for through ports.

"Kam Sung" (British) arrived from Osaka and Kobe with 508 tons of general cargo and 336 tons for through ports.

"Empress of Asia" (British) arrived from Vancouver and Shanghai with 532 tons of flour and general cargo, and 559 tons for through ports.

"Mirapore" (British) arrived from Kobe and Shanghai with 1,381 tons of through cargo.

"York Maru" (British) arrived from Calcutta with 6,316 tons of coal.

"Astral" (American) arrived from Los Angeles with 6,700 tons of oil.

"President Jackson" (American) arrived from Manila with 207 tons of general cargo.

"Taipusek" (French) arrived from Port Bayard with 700 tons of cargo.

(Continued on next column.)

## DAILY WATERFRONT NEWS.

### A NEW ARRIVAL.

## THE "CITY OF MOBILE."

[BY LONGSHOREMAN.]

Yesterday the s.s. "City of Mobile" arrived on her first visit to the Colony. She is owned by the Ellerman Bucknall S.S. Co., Ltd., for whom the Bank Line are the local agents.

The vessel was built in 1918 by Messrs. Workman Clark & Co., of Belfast and has a net tonnage of 4,330 tons. Her gross tonnage is 6,002 tons. The ship's dimensions are: Length 147.3 feet, Breadth 36.4 feet, and Depth 36.4 feet.

Captain A. W. Wooster is in command. The vessel arrived from Singapore and is berthed at Holt's Wharf.

### Canal Obstruction.

Nine boat people, including mistresses and masters of cargo boats were summoned for causing obstruction in the Southern Fairway. Lance-Serge. Gardiner presented and said that there was hardly room for the river steamers to pass.

The defendants all pleaded guilty and were fined \$10 each.

### Asiatic Deck Passengers.

Ten vessels brought 1,223 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

### The New Hong Kong Passenger Certificate.

The following foreign Dominions and Colonial Governments have recognised the new Hong Kong passenger certificate:—Australia, India, New Zealand, Newfoundland, Union of S.A., Spain, Norway, Germany, Belgium, U.S.A., Denmark.

"Francis Garmin" (French) arrived from Haiphong with 1,250 tons of general cargo.

"Ermland" (German) arrived from Kobe and Shanghai with 1,800 tons of general cargo.

"Nabasha" (German) arrived from Singapore with 6,071 tons of kerosene and 783 tons of benzene.

"Malaya" (Danish) arrived from Copenhagen with 73 tons of cement and 111 tons of salt and general cargo for other ports.

"Noriken" (Norwegian) arrived from Bangkok and Koshichang with 2,603 tons of rice, 459 tons of rice meal and 20 tons of general cargo.

"Muroan Maru" (Japanese) arrived from Calcutta and Singapore with 1,321 tons of gunnies Jute and merchandise, for this port and 3,740 tons of pig iron, beans, cotton and merchandise for other ports.

"Kamo Maru" (Japanese) arrived from Middlesborough and Singapore with 484 tons of steel, provisions and general cargo for Hong Kong and 3,860 tons of steel, ammonia and general cargo for through ports.

"Sado Maru" (Japanese) arrived from Bombay and Singapore with 146 tons of general cargo and 635 tons of cotton and merchandise for through ports.

"China Maru" (Japanese) arrived from Rotterdam and Singapore with 8,591 tons of general cargo, and 6,634 tons of through cargo.

"Yuan Lee" (Chinese) arrived from Saigon and Swatow with 2,000 tons of general cargo.

"Tak Ling" (Chinese) arrived from Macao with 50 tons of general cargo.

## VESSELS EXPECTED.

American Mail Line.

President McKinley, Nov. 3th.

Australian-Oriental Line.

Taipei, Nov. 6th.

Change, Dec. 7th.

Bank Line.

City of Adelaide, Nov. 17th.

City of Chester, Nov. 24th.

City of Perth, Nov. 27th.

City of Lahore, Dec. 10th.

City of Madras, Dec. 22nd.

City of Bedford, January 4th.

City of Baroda, February 1st.

Ben Line.

Benarich, Nov. 5th.

Blue Funnel Line.

Deception, November 3rd.

Cyclone, November 4th.

Ision, November 5th.

Perseus, November 12th.

Heater, Nov. 13th.

Meneaus, Nov. 13th.

Gyrlus, Nov. 13th.

Perseus, Nov. 17th.

Titan, Nov. 20th.

Helena, Nov. 21th.

Tyndareus, Nov. 25th.

Asphodel, Nov. 27th.

Antenor, Nov. 27th.

Glaucus, Nov. 30th.

Telemachus, Dec. 6th.

Philoctetes, Dec. 6th.

Dionysus, Dec. 11th.

Dardanus, Dec. 14th.

Aeneas, Dec. 17th.

Proteus, Dec. 18th.

Thesau, Dec. 23th.

Atrous, Dec. 29th.

Aschile, January 6th.

Ningbo, January 6th.

Talibius, January 6th.

Lygon, January 10th.

Sarpedon, January 10th.

Emues, January 11th.

Amphion, January 19th.

Tydeus, January 20th.

Delius, January 31st.

Phormus, February 7th.

British India and Apcar Line.

Takliwa, to-morrow.

Tilawa, Nov. 2nd.

Trevelard, Nov. 12th.

Takliwa, Nov. 17th.

Takliwa, Nov. 25th.

Takliwa, Dec. 7th.

Takliwa, Dec. 10th.

Takliwa, Dec. 25th.

Canadian Pacific Line.

Empress of Asia, Nov. 4th.

Empress of Canada, Nov. 10th.

Dodwell & Co.

Eagles, Nov. 8th.

Vimaline, Nov. 13th.

Gaulu, Nov. 14th.

Romolo, Dec. 6th.

Dollar S.S. Line.

President Adams, Nov. 3rd.

East Asiatic Co., Copenhagen.

Afrika, Nov. 4th.

Siam, Dec. 2nd.

Malaya, Dec. 4th.

Danmark, Dec. 30th.

Eastern and Australian Lines.

Arafura, Nov. 2nd.

Tanda, Nov. 6th.

St. Albans, Dec. 3rd.

Glen Line.

Glenapp, to-day.

Pembroke, Nov. 13th.

Gleniffer, Nov. 25th.

Carmarthenshire, Dec. 12th.

Glenham, January 2nd.

Hamburg-Amerika Linie and Hugo Stinnes Linie.

Sachsen, Nov. 11th.

Burgeland, Nov. 13th.

Duisburg, Nov. 23rd.

Oldenburg, Dec. 9th.

Saarland, Dec. 21st.

Emil Kirdorf, January 4th.

Prince Line.

Chinese Prince, Nov. 9th.

Malayan Prince, Dec. 5th.

# P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).  
MAIL AND PASSENGER STEAMERS  
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYP, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL, FORTHRIGHTLY DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

| (SOUTH.)     |        |                  |                                     |
|--------------|--------|------------------|-------------------------------------|
| "MACEDONIA"  | 11,120 | 10th Nov.        | Bombay, Marseilles and London.      |
| "KIDDERPORE" | 5,334  | 13th Nov.        | Strait, Bombay and Karachi.         |
| † "KHYBER"   | 9,114  | 24th Nov.        | Marseilles, London and Hull.        |
| "KAMMALA"    | 9,128  | 1st Dec.         | Marseilles and London.              |
| "JEYPORE"    | 5,318  | 6th Dec. [Mars.] | L'don, Hull, A'werp, B'dam, H'burg  |
| "MALWA"      | 10,946 | 8th Dec.         | Bombay, Marseilles and London.      |
| "KASHMIR"    | 8,945  | 15th Dec.        | Marseilles and London.              |
| "NADDERA"    | 10,098 | 22nd Dec.        | Bombay, Marseilles and London.      |
| "MANUUA"     | 10,946 | 5th Jan. 1929    | do.                                 |
| "KALYAN"     | 9,114  | 19th Jan. "      | Marseilles and London.              |
| "MOREA"      | 10,933 | 2nd Feb. "       | Bombay, Marseilles and London.      |
| "KASGAR"     | 9,005  | 16th Feb. "      | Marseilles & London.                |
| "KASBOONIA"  | 9,110  | 2nd Mar. "       | Marseilles and London.              |
| "KECHEE"     | 9,907  | 9th Mar. "       | Mars. L'don & A'werp, B'dam, H'burg |
| "KILIYA"     | 9,135  | 16th Mar. "      | Marseilles and London.              |
| "KAMMALA"    | 9,123  | 23rd Mar. "      | do.                                 |
| "MALWA"      | 10,930 | 30th Mar. "      | do.                                 |
| "NADDERA"    | 10,023 | 13th Apr. "      | B'bay, Mars., & London.             |
| "KASHMIR"    | 8,935  | 20th Apr. "      | Marseilles and London.              |
| "MANUUA"     | 10,941 | 37th Apr. "      | Bombay, Marseilles and London.      |
| "KECHEE"     | 9,114  | 11th May "       | Marseilles and London.              |
| "MOREA"      | 10,953 | 30th May "       | Bombay, Marseilles and London.      |
| "KALYAN"     | 9,114  | 3rd June "       | Marseilles and London.              |
| "RAJPUTANA"  | 16,538 | 22nd June "      | Bombay, Marseilles & L'don.         |



